ALL ABOUT GOING ABROAD

With Maps and A Handy Travel Diary

by

HARRY A. FRANCK

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BY

HARRY A. FRANCK

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FOREWORD

FOREIGN travel is paradoxical. It is a keen pleasure, yet without proper foresight it may be filled with hardships and disappointments. It is a complicated undertaking, yet to the wise man who avails himself of all the garnered experience of the past it becomes almost simplicity itself. It can be a drab, dreary, constant longing to be home again, yet if approached in the proper spirit its every moment may be filled with joy.

This modest volume is an attempt to crowd within pocket-holding dimensions the distilled experiences and learning, in the matter of moving about the globe, of many men in many climes. While the futility of attempting to confine such a mass of wisdom within such narrow space is obvious, it is hoped that at least everything essential in general travel has been hinted at or briefly touched upon. In its preparation the author has not merely drawn upon his many years of travel in more than half the countries of the globe, but has consulted expert sources.

The widest possible scope has been given to these compact notes, in the hope that they may prove useful to anyone contemplating a trip abroad. It is hoped that the tyro in travel will find it an encyclopedia of practical information and the old experienced traveler, a handy reminder of those many points which should not be overlooked in a hasty preparation for another journey.

In gathering this material and checking it for accuracy,

invaluable assistance has been given by a number of the leading tourist agencies. For their coöperation and valued comments and criticism, acknowledgment is gratefully made to:

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Acknowledgment is also due the Bankers Trust Company of New York who, from many years of close association with foreign travel as Managers of A. B. A. Cheques, were not only able to encourage the author in his belief that such a book would be of real service to American travelers, but also to contribute many items of value that will be found herein.

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ALL ABOUT GOING ABROAD

WHERE TO GO ABROAD

The first obvious question of the prospective traveler is where to go. This depends on many things. It depends on your temperament, your tastes, your reading, your personal interests, and a host of other things. Probably some or all of these have already marked some portion of the globe as the natural choice. If not, begin by sitting down before a map of the world. Our little planet may be but a speck in even our own solar system, but there is enough of keen interest on it to keep anyone traveling incessantly for a life-time.

To perhaps eighty per cent of Americans, going abroad means going to Europe. With a few exceptions that is the part of the world outside our boundaries most easily to be reached. It offers a wide range of interest within a small compass. It is prepared to handle travelers expeditiously. It happens to be most attractive at just the season when the great majority of Americans have, or may take, time to go abroad.

The lands of Europe may be roughly divided into four categories from the traveler's point of view. First, what we might call those of the simple trip. Great Britain, France, the Netherlands, Belgium, Germany, Switzerland, and Italy would perhaps exhaust this list at present.

In those countries the most inexperienced could scarcely find any notable difficulty in moving about.

Second, there are the lands of the semi-simple trip—though of late the line of demarkation is not very distinct. In this list might be included Spain, a picturesque and romantic land of increasingly good roads and hotels. Scandinavia—Denmark, Norway, and Sweden—might perhaps be included in the first group except that they are a little off the beaten track and that they are inviting to most of us only during a very limited portion of the year. Greece and Austria, and perhaps Czecho Slovakia, are among the almost-easy-to-travel countries.

In the third category may be grouped the countries in which it is still rather difficult to travel. Central Europe in general, certainly the Balkan States, would find their natural place in this group. Lastly, there are the countries in which travel for pleasure is still all but impossible—Esthonia, Latvia, Lithuania, and notably Russia. Yet even these are possible to the traveler of the more adventurous type.

But Europe is after all only a small portion of the globe. Closely allied to the easy-to-travel lands of Europe are almost all those bordering on the Mediterranean. Algeria, Egypt, Palestine, and Syria call for little more than do the most traveled parts of Europe, except a somewhat greater expenditure of time and money. India, South Africa, Japan, even Australia and New Zealand, offer little handicap to the traveler for pleasure other than their distance from our shores.

Yet before we go any farther afield let us give a thought to the Americas. Unless we count Canada, Mexico is the foreign land most easily within reach for most Americans. Much as we hear of it in other ways, it has been rather sadly neglected as a tourist country.

It has far more to offer, too, than most of us realize. The charm of Mexico is so great that there are few Americans who have penetrated beyond its uninviting northern portion who do not look forward to the day when they may return.

Of Central America less may be said. Yet it has genuine pleasures for the archeologist, for the man whose study is mankind, in its incongruous as well as its more reasonable phases. But for the rank and file a cruise about its coasts, with a dash or two up into its sometimes pretty and romantic capitals, is all that can be recommended.

South America is gradually coming into its own as a fitting goal of travel for pleasure. There, too, a cruise around the continent, with a few journeys not very far into the interior, is still the most common offering. Yet more and more travelers are finding that the pleasures of a more nearly overland tour of our southern continent make up for the minor hardships involved.

Time was, when we strangely overlooked a delightfully heterogeneous realm almost at our very doors—the West Indies. But this error has been royally corrected of late. The main criticism that might be offered in this matter is that the most visited are in many ways the least interesting of those far-flung isles. For a score of Americans who go to Cuba or a dozen who visit Jamaica, one has the wisdom to step ashore in our own beautiful little Porto Rico. Our Virgin Islands, too, and several other of the minor patches of mountains and forest in the incredibly blue Caribbean repay higher dividends in pleasure than most travelers suspect.

China, too, offers much to travelers of the slightly hardier breed. When not in turmoil, Peking gives as much genuine and lasting pleasure as any city in Europe.

Shanghai is a world port against a Chinese background. But within comparatively easy reach of it are a score of cities that are like living remnants of the world of long before the Christian era. And the traveler who gives Canton its due in time and exertion will bring home a genuine sense of satisfaction.

And Japan, strange yet delightful combination of Oriental romance and color, and Occidental vigor and efficiency. The island empire stands high in the list of interesting and fascinating countries to visit.

Korea offers strange sights amid perfect Japanese safety. Indo-China under the French is equally safe and interesting, the vast ruins of Angkor in Cambodia alone worth a journey half round the world. Of the islands of the Pacific, whether it be the Philippines, Borneo, Java, Sumatra, or that host of smaller islands lumped under the term of the South Seas, no praises that can be sung would be an exaggeration.

In short, there are no end of foreign trips that may now be made comfortably, and often not so expensively. The whole world round, and from Punta Arenas, its most southern city, to Hammerfest, the most northern, lie enticements to go abroad.

WHEN TO GO ABROAD

Also an important question. Every season has its list with a certain amount of overlapping. Largely it is a question of weather, but not entirely. The lowest steamer rates to Europe, for instance, are between September and March. In that season some lines offer passengers the best cabins on the ship, with certain restrictions, at the minimum rate. In many parts of the world there are festivals that should be included in an itinerary if possible.

[illegible] the Riviera are especially gay at Easter time. [illegible] to China will do well to time his trip to [illegible] Chinese New Year, somewhere around the first [illegible]. Certain places of pilgrimage teem with [illegible] est at one time, and are as dead as a British [illegible] at others.

[illegible]le is that the best seasons are usually the most [illegible]. European hotels are likely to be filled to capac- [illegible] summer, and particularly when there is some [illegible] nal attraction in a particular locality. Avoid [illegible] ded times, if you can, unless you find pleasure [illegible] celebration. A little foresight in this matter [illegible] any fold. It is sometimes possible, for in- [illegible] avel against the season—to be coming north when the majority are going south, and vice versa.

There are some people who chase summer all about the globe. They may be found in Scandinavia in summer and in Patagonia during our northern winter. A few I know whose tastes are the opposite. Such choose winter for a visit to Labrador, and skate on the Chilean Lakes when New York is sweltering. But the great majority of travelers are more normal. And for these almost a bare list of times fitted to places will suffice.

Draw a wide belt around the center of the globe and the equatorial countries within it are in the main equally attractive at any time of the year. There are certain exceptions, due largely to the different rainy seasons. But I know of few countries where the rainy season is anything like exact in its calendar. If you plan to browse around the equator, there is no overwhelming choice of season except your own convenience.

Quite the contrary may be said of the temperate zone. Northern France in late fall and early spring, for instance, is an excellent place to stay away from. Provid-

ing, of course, that you are traveling for pleasure. Concisely, spring is the best time to visit the Mediterranean, Greece, Italy, Spain (at least southern Spain), French Northern Africa, Palestine and Syria. Japan has more than its cherry blossoms to offer from April to early June. After that only the portion north of Tokyo is distinctly agreeable. Korea and northern China are most pleasant at about the same season, though Peking is delightful at any time except in the muggy and often rainy and muddy months of our school vacations.

Autumn is in the main only a slightly second choice for the same countries that are advisable in spring. It is well to bear in mind, however, that on the other side of the equator spring is burgeoning during our fall. Almost all of South America south of a line drawn through Rio de Janeiro is at its best from November to April, the lower ends of Argentine and Chile most so in the depths of our winter. Do not plan to cross the Andes by the Transandino Railway during July and August unless you are prepared to be delayed, perhaps for weeks, by snow filled passes. Nor are those the months to sail and swim in the delightful Chilean and Argentine lakes, or visit the all but naked Indians of Tierra del Fuego.

Our winter is not merely the time for the West Indies, India, Mexico, Egypt and northern Africa in general, but also the South Seas, New Zealand, Tasmania and the ruins of Angkor, in Cambodia. For that matter Peking is enticing, even if intensely cold, in winter. Rare is the day or even part of a day there that is not brilliant with the clearest sunshine.

No doubt it is because there happens to be far more land in the northern than in the southern hemisphere, rather than for the convenience of most Americans, that summer chances to be the best season in so many coun-

tries. From the North Cape and the fjords of Norway to the Pyrenees and Jugo Slavia summer is the time. Iceland itself has been found perfect at that season; Alaska blooms with flowers—and mosquitoes. Hammerfest, almost three hundred miles within the Arctic Circle, has one summer day eleven weeks long. From May 13 until July 29 there is no sunset. But alas, from November 20 to January 21 there is no sunrise. Yet some 3,000 people call Hammerfest home, thanks to the Gulf Stream that tempers all the coast of Norway, and somehow worry through a winter night a full two months long.

The waterfalls of Scandinavia are in their greatest volume from May 15 to the middle of June. The midnight sun glows from late May to the middle of July even in northern Sweden, and in Spitzbergen from April 20 to August 24th.

June and July find Ireland at its best. Northern Spain, sometimes called the Spanish Switzerland, being cool and mountainous, is almost at its finest then. Even southern Spain, and Italy as far south as Naples, are not impossible in summer, if you will adopt the custom of the country and stay within doors during the middle of the day. Roman summer nights not uncommonly call for blankets. But eschew Egypt and Palestine, and even Greece, in summer, unless this happens to be your only possible vacation period.

Because they are uncomfortably hot in their summer season, Australia and South Africa, the great island of Madagascar, and that southern end of South America already mentioned, are suitable goals in our summer time. In short there is choice enough at any season so that no one need give up a journey abroad at any time of the year for lack of somewhere to go.

HOW TO GO ABROAD

In this also there is a very large choice. It ranges from the de luxe cruise, in which every possible want of the traveler is provided, to the tramping trip on which the traveler must take complete charge for himself. Roughly these ways also divide into four categories. First, the escorted or conducted tour or cruise. The better tourist agencies handle such trips with the utmost skill and comfort for the traveler. The individual members are provided with all transportation, whether on ships, trains, automobiles, or local conveyances. All taxes on tickets or on hotel bills, all hotel tips, all handling of a specified amount of baggage, the cost of conductors, guides or other aids to sightseeing, are all included in the lump sum paid before the start.

The escorted cruise or tour has many obvious advantages. If it is a cruise, you move only once, so to speak, in contrast to the constant change of residence of any other form of travel. You unpack upon reaching your cabin, you do not pack again until you catch the train for your return home. Moreover a ship specially chartered for a tourist cruise goes only to the places that are of interest to travelers. It makes no freight stops or delays at dull places. You live on the same ship, sit in the same deck chair, have the same place at table, the same stewards and other servants, and so on. I hope you get what I mean.

In other words a cruise is ideal for those who wish to travel with the least trouble or discomfort.

You will have, for instance, almost unlimited baggage allowance. You may even bring along the favorite footstool and in some cases, the canary. You know definitely what the trip is to cost you, except for usually minor incidentals. The moment one place has been seen, you

move on to the next, without waiting to secure new accommodations and without having to endure quarters and conditions that you did not bargain for in leaving home. "On your own" you will not only be constantly jumping from ship to ship, each time to a new stateroom and all the rest, but the cost of the trip is more uncertain and not infrequently greater.

Tourist agencies have many advantages. They know when holidays abroad will make too crowded traveling, when local festivals that are worth seeing take place, whether such an express runs daily or only three times a week. They also know which hotels are best for the price you can afford to pay and—which is probably more important—how to make sure of getting accommodations in those hotels.

That is why some travelers who do not care for the public cruise or tour, in which they have limited choice of companions or of itinerary, patronize another of their types of service which we might call the escorted private party. The escort may be merely by advice from the central office and its branches, or an actual flesh and blood courier may be sent along. He will probably speak several languages, will no doubt have often been over the route before and will "know the ropes." In such a party you can pick the people you will be associated with, and largely the places you will go and the things you will see. What some agencies call "Intimate Tours off the Beaten Track" are well suited to people of the small escorted party temperament.

The third category are those who eschew tours, preferring to travel alone. For these also certain tourist agencies have a type of service which has become more and more popular. Those which specialize in this generally call it their "Independent Travel" service.

In this case the traveler arranges with the agency for an itinerary which meets with his or her exact wishes and requirements, for which the agency then submits an inclusive rate.

Just as in the case of personally conducted tours, complete arrangements are made for the traveler in advance under the independent travel plan. This includes steamer reservations going and coming (of any class, according to the client's means), railroad and sleeping car tickets, hotel accommodations (also selected in accordance with what the client wishes and is able to pay), and all taxes which travelers may be called upon to pay.

The independent tour may also be made to include such special arrangements as automobile trips, guides and private couriers.

Too much cannot be said in favor of this form of travel. You go where you want and when you want, subject only to the limitations of the itinerary you yourself have selected—though this may also be changed en route. Yet everywhere you go you are expected and met and everything is done both to add to your comfort and spare you inconvenience.

There are, of course, some independent travelers who prefer to meet the world face to face by depending on their own resources. That way, they feel, may be more probability of adventure, more likelihood of genuine thrills. For the sake of these they are willing to forego the greater comfort of the "independent tour" and to accept philosophically the disappointments caused by the failure to secure always the accommodations they wish.

No doubt I am personally prejudiced, but I cannot conclude this engrossing subject of how to go abroad without adding a fourth category—the plain wanderer. That need not by any means imply a penniless individual;

wealthy wanderers are far from rare. But such a one would never think of accepting a fixed itinerary from anyone. He may drop into a tourist agency and buy a ticket or "book accommodations" to the place he has suddenly decided to go to next, because a tourist agency is often the easiest place to get such things, and the general information that goes with them, all at no increase in price. But he leaves his route open, as people like to feel they keep their minds open, so that if he hears in the smoking room one night of a wonderful new ruin just uncovered, or catches a whisper in a native bazaar of something no other tourist has ever visited, he may forthwith go and see. But it takes a certain amount of phlegm and self-reliance, and energy, not to say freedom from calendar limitations, to accomplish and enjoy this form of travel. Besides, we are now hanging over the brink of the chasm which separates the mere traveler from the adventurer and explorer, and to these latter I am not presuming to proffer advice.

PREPARING TO GO ABROAD

Space precludes the possibility of mentioning all the tourist agencies and shipping lines that will furnish you with accommodations. The main point is to choose your steamer as early as possible. Steamship companies have a way of serving best those who come first, and there is often quite a wide choice of staterooms or berths within a single minimum price. Unless you just must hurry, you will find the slower boats not only cheaper but in some ways more comfortable. A ship that carries freight, being heavily laden, is less likely to roll and pitch, and in several other ways make your crossing pleasant, unless your happiness depends upon a constant social whirl.

The fast boats often have a very disagreeable vibration, particularly toward the stern, where second or tourist third class is likely to be located.

The ship having been chosen, remember that the nearer you are to the heart of the vessel, the less pitch and roll. Some travelers prefer as much of that as possible; most do not. For the latter an inside cabin in the center of the ship will be preferable to an outside de luxe suite on the topmost deck as far forward as cabins run. Give the ship's diagram that will be shown you a careful scrutiny for minor drawbacks. If your cabin is opposite a public bathroom, you may hear the bathroom door slamming all night. Avoid undue proximity to the dining-room or the pantry where dishes are more or less constantly rattling. Find out if possible whether an air funnel or some other necessary thing in a ship's equipment runs through your cabin and reduces its space and convenience. Usually, unless you have husband or wife or friend with you, you will have to take pot luck on the companion you will be berthed with during the journey. But a little discussion on this subject with the booking clerk is sometimes not time wasted.

Classes of accommodation on steamships to most parts of the world are really more than three in number. In first class there is everything from the de luxe suite on the fastest and most expensive liners to the minimum-price inside cabin of the slower and more comfortable ships. Second class on some of the better boats is all anyone should demand, unless your soul is irked by the prohibition of being asked to keep out of certain parts of the vessel. Between these two classes are the so-called one-cabin ships, which carry passengers only in one class, or only in first and third. In general, accommodations on these "mono-class" steamers correspond in price and

what you get for it with the best second class in the finest liners, with the added advantage that you have no one on board who is "better than you are." It is now possible to go from New York to London for as little as $100 ($125 with private bath), by taking one of several steamers that give their main attention to freight. That does not at all mean that passengers are neglected on them. Usually these ships have little roll, room for long walks and to move deck chairs about at will, and quite all that any reasonable person needs in the way of food and comfortable sleeping and bathing facilities.

Tourist third cabin has become very popular of late, and the round trip to Europe averages around $170. The single trip is quite a little more than half that. Though the raison d'être of this new departure is that our immigration laws make it impossible any longer to fill the space once allotted to real third class, the new form of accommodations has very little in common with the "steerage" of an earlier day. The tourist third class traveler has his own deck chair, space for walks and deck sports, social hall and smoking room, good food, table cloths and napkins that are frequently changed.

Generally a deposit of 25% of the price of a berth or of a tour is required at the time of reservation. In "mono-class," second class and tourist third class the deposit is usually $25. The sooner you make this the surer you are of good accommodations. The rest is expected to be paid from six to three weeks before sailing. If you find you cannot go, the company will do its best to transfer you to another ship or tour that fits your plans. Failing that, your space will be placed on sale, and if sold the company usually refunds the full deposit less a five or ten per cent cancellation fee. Many companies return the deposit intact if requested more than

three weeks before sailing. Some of them keep all the deposit if cancellation is asked too late to sell the accommodations to someone else.

In booking for the outward journey, especially to Europe, do not overlook the matter of getting home again. Particularly if you plan to return from almost anywhere in Europe during the early autumn you may be grievously disappointed, and seriously embarrassed, if you do not reserve your return accommodations before leaving home. There are other routes that are sometimes overcrowded at certain seasons. Make sure to inquire about this before leaving home. For you not only run the risk of not being back when you wish or are obliged to be back but you will assure yourself better quarters than you may be able to obtain abroad by reserving or buying before you sail. On the other hand, if you are traveling against the crowds, going to Europe in the autumn and returning in the early summer, for instance, you will probably do better to put off buying the return ticket until two or three weeks before leaving. For not only will you be able to choose the ship that best suits your plans at that moment, but you may get a better cabin at minimum rates.

THE COST OF GOING ABROAD

The variation here is as wide as between a Ford roadster and a Rolls-Royce limousine. There is no reason why the young, active, healthy, and not too proud man or woman with $500 should hesitate to plan a six weeks' or two months' sojourn in western Europe. With a round trip passage on a cabin steamer ("mono-class"), a list of modest hotels and pensions, and a constant vigilance over minor expenditures, a fairly comprehensive trip through England and France, or through France, Ger-

many, Switzerland, and at least northern Italy, should be possible. Go direct to Cherbourg, for example, "do" France in a circuit that will bring you back to one of the Channel ports about the beginning of the second month, and board the return steamer at Southampton after the English jaunt is over. A summer in Spain should be possible for a like amount, particularly if you know, or will take the trouble to learn, a little Spanish. By close figuring, a steamer to Naples, a zigzag jaunt through Italy, Switzerland, France as far east as Paris, and Germany as far west as Berlin, and the passage home from Hamburg, Amsterdam, Antwerp, or Boulogne, has been accomplished on that amount.

By raising the minimum a few hundred dollars, much improvement in either the itinerary or the comfort of the trip may be had. For there are certain basic charges that are about the same for any trip—passport and visa fees, for instance, and within certain limits, the steamer passages. Many Americans make the mistake of trying to cover too much ground on their trips abroad. You will get more enjoyment, at less cost, out of a leisurely journey through a small but carefully chosen section of Europe—or of any other foreign country—than by dashing across the whole continent hitting only the high spots.

Just what amount you will spend during a journey "on your own" will depend upon your shrewdness, adaptability, and ability to put up with minor discomforts now and then. Ten dollars a day is a fair, and $15 a liberal, average for all the expenses of a modest tourist between landing in and sailing from Europe. Remember that the exchange may still fluctuate in some European countries.

For those who prefer to know the cost in advance, or who dislike constant bargaining or economizing, many of

the tourist agencies offer conducted tours in Europe of as much as five weeks for as low as $400. But do not overlook certain incidentals that are not included, yet are unavoidable. Passports and visas, steamer tips, laundry, postage, theater or bullring tickets, and the like come in this category. Flying trips to Europe may be made with certain agencies that cater to those of very modest requirements and small purses. Here is one, for instance, that promises a tour of central France at $250 from departure from New York to arrival there twenty-eight days later. The same agency offers to take you through Holland, Belgium, up the Rhine, and across northern France for $385. The same amount is asked for a forty-two day trip through most of France and Switzerland. In fact, there are several modest itineraries in western Europe that have been worked out by such agencies for those with less than $500 to spend.

For those with brief vacations, a pleasant two weeks' trip to Porto Rico may be made for as little as $150. Minimum accommodations on certain steamers are available for a tour of the main islands of the West Indies at $240. Long days at sea, and a glimpse of the principal cities of eastern South America, may be had for $450. A Mediterranean cruise of two months' duration is possible for $650. There are round the world cruises lasting about four months that may be made for $1,000. The same amount will do for a rather hasty glimpse of Japan and the port cities of China. In all these cases another 50% added to the minimum to be spent will give twice as good a journey.

All eastbound steamship tickets from the United States or Canada (below a certain almost impossible minimum) have a revenue tax of $5 added. Full fare is charged children of ten or over on almost all steamers. Younger

children pay half fare, except that infants are charged 10% of the minimum fare, or a fixed sum about equal to that, up to the age of one on the Atlantic and of two on the Pacific and some of the north-and-south lines. Half-fare children are entitled to a berth of their own. On a few lines family tickets for five or more persons may be had at a slight reduction.

WHAT TO TAKE ABROAD

First and foremost, the PASSPORT. None but the unwise will delay later than three weeks before sailing in attending to this absolutely essential matter. Mexico, Porto Rico, Hawaii, and a few minor places are the only ones into which any American, not a member of a ship's crew, may be admitted without such credentials. If there is any possibility whatever of your American citizenship being in any way questionable, begin your passport negotiations months beforehand.

If you live in New York City, apply in person for a passport at the Passport Bureau in the Treasury Building at the corner of Wall and Nassau Streets. Similar offices are maintained in San Francisco, New Orleans, and a number of other large cities. Others should write to the Bureau of Passports, State Department, Washington, D. C., for a passport blank, or apply for the same to the Clerk of any United States District Court, or any state court authorized by law to naturalize aliens. Having filled out the blank, appear in person at any of the above mentioned places. Two photographs of the applicant or applicants (wife and minor children may be included in the husband's passport, or the minor children on that of the wife) are necessary. These must show the

face or faces clearly, and may not be larger than 3 x 3 inches. Civilians may not use photographs of themselves in military or naval uniforms. If you have already had a passport, issued prior to January 2, 1918, bring it along for identification. If it is not available, an American citizen, who has known you at least two years, must appear with you in person to swear to the truth of your application. The same witness may act for two or more persons. If you have never had a passport, a birth or baptismal certificate is required. In lieu of this an affidavit by a parent, a brother or sister, or other relative, preferably older than the applicant, and sworn to before a notary, will be accepted. If no relative is within reach, the affidavit of some other person, who has knowledge of the time and place of your birth, will do.

A woman married since September 21, 1922, must submit proof of her own American citizenship, whether applying for a passport herself or asking to be included on her husband's passport. A woman married before that date must show evidence of her husband's citizenship, rather than her own. A widow or divorced woman may apply on the citizenship of her former husband, if married before the date already mentioned, but must in that case also present her divorce decree. If native born or naturalized in her own right, she may apply on her own citizenship. A widow or divorcee must prove her own citizenship if the marriage was after that date. A woman not an American citizen at the time of her marriage to an American after that date (1922), or who has not since been naturalized in her own right, is still an alien and cannot be issued, or included upon, an American passport. As all other countries except the United States deny citizenship to a woman married to a citizen of any other country, the alien wife of an American can-

not get permission to go abroad until she has been naturalized an American in her own right.

A person born abroad of American parents must furnish evidence of his father's American citizenship. A person naturalized through husband or father must submit the naturalization certificate of that husband or parent. A man married since 1922 must present evidence of his wife's citizenship, as well as his own, before she can be included in his passport. If the husband or wife, or any of the minor children, contemplate passing any frontier abroad, or returning to the United States, alone, separate passports should be applied for. Moreover, males of twenty or females of eighteen years of age must have separate passports to enter Poland, as must all persons of fifteen or over who plan to visit Finland, or of sixteen or over who intend to travel in Sweden. Every person who has reached the age of twenty-one, except husband and wife, must have a separate passport. Applicants for passports are no longer required to present income-tax receipts, but all aliens must do so, or prove that they are not subject to income tax in the United States, before the sailing permit necessary to them in leaving the country will be issued by the port authorities. Alien residents of the United States who plan a temporary trip abroad should apply to the Immigration Department at Washington, D. C., for a permit to re-enter the country, which is valid for six months only. Such a permit costs $3, but saves the $10 expense of an American visa from one of our consuls abroad upon returning. Lacking this permit, an alien resident runs the risk of being refused admission to the United States if the quota for his native land is exhausted.

The passport fee of $10 must be paid, in currency, at the time of the application for a passport. This ends the

citizen's part in the transaction, except that he must sign the passport in the space provided when it is received by mail at the address he has indicated, usually within a week. It is safer, especially in the busy travel season, to allow ten days or two weeks. The passport is good for one year, but may be renewed for another year either by forwarding it to Washington or by applying to any American consul abroad. It may be issued for specific countries, or will be made valid for "All Countries," if that is requested at the time of application. Even then the application must bear the names of the principal countries the applicant intends to visit. The vessel and port of departure from the United States must be specified at the time of application, but a change of plans later does not invalidate the passport or require any amendment to it.

Above all things, do not lose your passport. If that mishap befalls you, report the matter immediately to the Passport Bureau, Washington, D. C., or to the nearest American consulate.

Because so many details in connection with securing passports have been included, do not get the impression that it is a particularly troublesome or time-consuming procedure. In nearly every case, if you have the necessary photographs and proof of citizenship, only one trip to the Court or Passport Bureau will be required. The most important thing to remember is to make your application as much in advance of your trip as possible so that you will not be delayed in case additional documents or proof of citizenship may be necessary in your case.

Do not sail until the VISA of at least the country in which you first expect to land has been secured. It is usually a saving of time and annoyance, and sometimes of money, to secure, before embarking, the visas of all

countries you expect to visit. This need not require your personal attention unless you are traveling "on your own." In that case at least a full day will be needed, before a trip of any great length, in New York, or whatever the port of departure.

Every American must apply in person for his own passport—though the wife or minor children to be included in the husband's passport need not do so. The visas of foreign consuls on the other hand may be secured by proxy. Almost every tourist agency and many steamship lines perform this service for clients at actual cost of such visas. If you cannot be in the port of departure before the day of sailing, mail your passport, registered, to the agency from which your ticket was purchased, with a request to have it visaed for the countries you intend to visit.

Even if you are going on a cruise during which only a few hours will be spent ashore in some countries, you cannot leave the ship without the visa of that country. Exceptions to this are brief transit visas in a few countries. American citizens require no visa for Belgium (less than three months), Danzig (if entered by sea), Holland (a week or less), Switzerland (unless entering employment there), Mexico (if entered directly from United States), Salvador, Japan (if merely going ashore and returning to same ship), a few South American countries. Germany and Sweden make no charge for visa. Spain, Lithuania, Luxemburg, Portugal, Turkey, and Greece charge from $1.50 to $5, in the order named. Other countries practice reciprocity with the United States by charging $10 for every visa for American citizens. Norway has a special tourist visa for $2.70. American citizens born in Denmark, Norway, or Sweden, require no visa for any of those countries, though they must have

a passport. Visas for all parts of the British Empire will be issued for one fee (Irish Free State and Palestine must be specifically mentioned), but this requires two or three days. Travelers through Holland must have the visa of the country they are next to visit before entering Holland. Travelers in France may save the trouble and expense of applying to a French consul each time they wish to re-enter that country, or to the Prefecture de Police each time they wish to leave, by getting a special visa, reading: *Visa Special; Valable pour une année pour se rendre en France ou à l'étranger.* It is well to carry a few extra copies of the passport photograph, as they are sometimes required for local documents necessary in France and some other countries. Great Britain, Czecho-Slovakia, Poland and one or two other countries have a transit fee for American citizens merely passing through the country, of one dollar each.

All this no doubt sounds very complicated, particularly to one planning his first trip abroad. But it really is not quite as bad as it sounds, especially if the good offices of the steamship line or the tourist bureau are made use of in the matter of visas.

TRAVEL FUNDS

The question of what travel funds to carry is one which should receive your careful attention.

Carrying currency is decidedly unwise for the same reasons that cautious people do not carry large sums on their persons at home. There is always the possibility of loss or theft and in the case of currency the loss is generally irretrievable.

In place of currency there are two safe means of carrying funds abroad; letters of credit and travel cheques.

Letters of credit are issued by banks and serve as an introduction of the holder to certain specified foreign banks in specified cities. They are an authorization to the banks named to advance the holder money up to the total amount for which they are written. If, for example, you have a letter of credit for $5000 and draw $500.00 on it at a bank in London, that amount is entered on your letter, leaving a balance of $4500, against which you may draw when you again need currency.

The letter of credit is of undoubted advantage to the traveler, particularly if he expects to be away from home for an extended period and needs to have available a fairly large sum of money. It has certain limitations, however. For example, it makes the holder dependent on banking hours and is usually cashable only in the larger centers. They are rarely, if ever, issued for a face amount of less than $500.00 while many banks never recommend them for amounts of less than $1000. Another possible limitation lies in the fact that foreign banks do not like to bother with smaller drafts against letters of credit.

In any case, the traveler will find it wise to carry part of his funds in the form of travel cheques. For the all-round purposes of the average traveler they are the ideal method of carrying funds abroad. They have all the safety of the letter of credit but are vastly more convenient for daily use.

Travelers cheques can be purchased at your bank. They come in denominations of $10.00, $20.00, $50.00 and $100.00 and are supplied to you in a handy leather wallet of pocket size. Two spaces are provided for your signature on the face of each cheque. You sign in one space when you purchase the cheques; you countersign in the other space when you cash them. The comparison of the two signatures establishes your identity.

The principal advantages of travel cheques are their safety and convenience. If you lose currency you have no redress. But on lost or stolen travel cheques you will get your money back providing you have not countersigned them. They are generally accepted at hotels, ticket offices and shops, as well as at banks, thus making the holder independent of banking hours. They save you the embarrassment of being unable to obtain money on the frequent and often unexpected bank holidays and the trouble of exchanging currencies when going from one country to another.

Travel cheques are issued by some steamship and forwarding companies as well as by individual banks. Obviously, the thing that determines the value of any particular cheque to the average traveler is: how widely is it known and how readily is it cashed.

From my experience the best cheque in those respects is the A.B.A. Cheque of the American Bankers Association. This cheque has other advantages which commend it to the discriminating traveler. It is a certified cheque and only certified cheques may be accepted by American customs officials in lieu of currency. As the official cheque of the American Bankers Association it commands real prestige in all parts of the world and brings the holder unusual courtesies and consideration from foreign banks. It is carefully engraved on special, acid-proof, safety paper and may be said to be completely forgery-proof.

The only inconvenience I have ever suffered with these cheques was once in a little hill town in Spain. They knew the cheque and were perfectly willing to cash it. For some reason, though, the town was practically depleted of paper currency and the entire amount had to be taken in coppers and other small change.

It is well to bear these things in mind in using travel

ATLANTIC OCEAN
ICELAND
REYKJAVIK
SCANDINAVIA
NORWAY
SWEDEN
FINLAND
WHITE SEA
BERGEN
OSLO
STOCKHOLM
PETROGRAD
NORTH SEA
SCOTLAND
EDINBURGH
IRELAND
DUBLIN
LIVERPOOL
ENGLAND
LONDON
DENMARK
COPENHAGEN
BALTIC SEA
ESTONIA
LATVIA
LITHUANIA
MOSCOW
RUSSIA
HOLLAND
AMSTERDAM
BELGIUM
BRUSSELS
HAVRE
CHERBOURG
PARIS
BERLIN
GERMANY
WARSAW
POLAND
PRAGUE
CZECHO SLAVIA
BAY OF BISCAY
FRANCE
BERNE
VIENNA
AUSTRIA
BUDAPEST
HUNGARY
OPORTO
PORTUGAL
LISBON
MADRID
SPAIN
MARSEILLES
NICE
MILAN
GENOA
TURIN
FLORENCE
CORSICA
ROME
SARDINIA
NAPLES
PALERMO
SICILY
YUGO-SLAVIA
SERBIA
BELGRADE
RUMANIA
BUCHAREST
BULGARIA
SOPHIA
BLACK SEA
CONSTANTINOPLE
GREECE
ASIA
ASIATIC SEA
MEDITERRANEAN SEA
GIBRALTAR
ORAN
ALGIERS
TUNIS
EUROPE

cheques. Do not be surprised if hotels and shops do not give you quite as good a rate of exchange as banks. The former cash them only as a convenience to their clients and as exchange rates sometimes fluctuate quite rapidly, they would often be faced with a considerable loss by the time they turned your cheque in at the bank if they did not guard against it by always paying a little less than the current market rate.

Keep a record of the number of your cheques and strike them off as you cash them. Blanks for that purpose are generally supplied when you purchase them. By so doing you may expedite your refund in case of loss or theft. In case of loss, inform your bank immediately giving, if possible, full details including numbers of uncashed cheques. Never countersign them in advance; do it only in the presence of the person to whom they are offered for encashment. Upon your return, uncashed cheques will be redeemed by your bank.

The cost of travel cheques is a small amount to pay for "care-free money." For A.B.A. Cheques, for example, you pay your bank only 75c for each $100 in addition to the face amount of the cheques.

CLOTHING

The first and last rule as to CLOTHING is to take as little as possible. A famous traveler-author makes it a rule to lay out his outfit for a new trip in three piles—1. The things he is sure to use every day; 2. The things he is likely to need two or three times a week; 3. The things he may need. Then, throwing away the second and third piles, he goes on his way rejoicing.

A reasonable list will depend on the form of travel, the place of travel, the time of travel, the length of the journey, and personal habits. On a cruise, where the one

ship serves the traveler as home from beginning to end, there need be no particular limit. In any other form of travel only a very definite maximum of baggage space is possible. Across the North Atlantic, on the short route across the Pacific, on any journey north of the Mediterranean in winter, early spring, or late fall, and in Argentine and Chile or New Zealand, or the seas about them during our northern summer, a heavy overcoat and medium heavy winter garments are essential. The same will hold for winter in the Mediterranean. A light topcoat or its feminine equivalent is needed for any other trip at sea, unless it is all within a few degrees of the equator. Those who care less for style than for ease of getting about may get along with a fairly heavy sweater instead.

On land, winter clothing is best in all of Europe from about November first to late March, and from October first until the middle of May in Great Britain and Scandinavia. About the same may be said of Japan, and of China north of Shanghai. Even Canton has a couple of unpleasantly cold winter months. The highlands and all the capitals of western South America, except Santiago, call for at least moderately heavy spring and fall garments at all times. South Africa never gets colder than our April. The Mediterranean may be likened to our northern states with the four winter months taken out and three or four scorching months intercalated between July and August.

In the West Indies, almost all the islands of the Pacific, Central America, Panama, and the east coast of South America as far south as Rio and Santos, summer clothing is all that is needed at any time. Even northern Manchuria can be tropically hot in July and August. Korea is uncomfortably warm for about four months, southern Japan even a month longer than that, Rio de

Janeiro, Montevideo, even Buenos Aires, swelter for most of the two months on either side of Christmas and New Year's. So much for the general weight of the clothing to be selected.

On shipboard men traveling first class will find it advisable to have a tuxedo (never full dress), and women the corresponding demi-toilette. A cap that can not easily be blown off is essential to male comfort anywhere at sea and a soft hat with considerable brim for ladies. A raincoat, useful in almost any clime, will suffice at least the unpretentious man as a bath-robe, afloat or ashore. Most ladies will consider a light kimono necessary in the same capacity. Bedroom slippers may be of the most compact variety. Rubber soled shoes without heels are useful for deck sports and promenades, but are not indispensable. Two pairs of ordinary shoes should be the irreducible minimum. These should never be brand new, but fairly well broken in before the start. Steamer rugs are best rented along with the steamer chair. On the average summer trip to Europe all outer wraps except a combination top- and raincoat may best be left at or sent on to the port of departure. The exception to this is for those who intend to spend some time in the higher parts of Switzerland.

Sample Lists for a Summer Trip to Europe

Men:

1 Business suit (dark, medium weight)
2 Summer suits (at least one dark and not easily soiled)
1 Light sweater
6 Shirts (3 crepe or silk, 2 cotton, 1 light flannel, collar attached, all unstarched)
12-15 Collars (semi-soft advisable)
6 Sets B. V. D.'s or similar light underwear (Heavier if accustomed to it in summer at home)

2 Pairs shoes (comfortable and broken in. Shoes are the one thing you cannot depend upon getting satisfactorily abroad)
Presentable raincoat or waterproof topcoat
1 Light felt hat
1 Panama hat (foldable)
1 Cap (medium weight)
12-15 Handkerchiefs
4-6 Neckties
3 Suits pajamas (2 silk; 1 cotton or light flannel)
2 Pairs garters
Light slippers
1 Pair washable gloves
6 Pairs cotton socks; 3 pairs silk; 3 pairs light wool

The following things may be very useful, depending on conditions:

Folding umbrella
Bathing suit
Masquerade costume (especially on cruise)
Pair low rubbers
Silk bathrobe

Ladies:

1 Traveling dress (dark and silk or similar material)
1 Travel suit (light wool or serge)
1 or 2 Semi-evening frocks (crepe de chine packs well)
2 Washable blouses
Coat or wrap (medium weight)
Raincoat or cape (light weight)
1 Soft sweater
2 Pairs comfortable shoes
1 Pair dress shoes
12-15 Handkerchiefs
6 Pairs silk stockings
2 Pairs stout cotton stockings
2 Pairs light wool stockings
Sufficient lingerie (crepe de chine or glove silk)
1 Pair slippers (preferably waterproof)
2 Hats (at least one crushable; either both felt or one felt and other Panama; both with brims)

Sandal rubbers
Folding umbrella
2 Pairs washable gloves
1 Silk Kimono

Perhaps:

1 Bathing costume
1 Masquerade costume (especially on cruise)

On some cruises "sport clothes" (knickerbockers, etc., and feminine counterparts) are much worn. On cruises in the West Indies or the South Seas, and South America as far south as Rio, white duck is advised (cotton or linen, rather than pongee, etc., since native washerwomen are not always gentle). The tuxedo will be essential if you are going in for society at all, especially in England, where all "gentlemen" dress for dinner. In that case ladies should have the corresponding costume. Otherwise, for the hurried trip, these formal clothes may be left with the heavy things, to be picked up again on sailing. In certain places the tropical helmet, and perhaps the colored veil (orange best to prevent sunburn and still not appear lugubrious) are needed. More than twenty years of tropical wandering convinces me that the flannel cholera bands worn by many white people in the tropics are a mere superstition.

Other Things to Take:

Only necessary toilet articles. These should not be expensive nor heavy; aluminum or celluliod rather than silver, etc.
Soap (in light holder or container)
Fountain pen
Pencil (with extra leads)
Cheap good watch (leave the diamond-set one at home)
(Perhaps 1 pair dark glasses or goggles)
If you wear eyeglasses, by all means take an extra pair in a solid case.

1 Nail and hand brush
1 Small clothes brush
1 Collapsible drinking cup
1 First-aid kit (some would include hot water bottle and medicine case)
1 Small sewing kit ("Housewife" at Army-Navy stores; 3 colors of stout thread; black, white and khaki for men; buttons)
For men, extra set shirt buttons (ladies corresponding equipment)
Extra shoe-strings
Silk, stout cotton or canvas laundry bag with drawstring. (Brown canvas one with lock fine for overflow baggage)
Diary or notebook.
Visiting cards (much more important than at home, especially in South America and the Orient)
Vaccination certificate (may save delay or re-vaccination at some ports)
12-24 Baggage tags (Many countries require all baggage to be tagged with the name and address of owner before checking or expressing)

The question of the CAMERA to take is debatable. An ordinary box camera shoots a trifle more quickly, but is more cumbersome and the results usually not quite so good. Heavy intricate machines of the Graflex type are a nuisance. Personally I prefer the folding kodak, with all its faults, preferably size No. 3, for which roll films can most surely be found. Film packs are second choice for several reasons. Take nothing requiring a dark-room, though some tourist steamers have one. You can buy the more popular sizes of films in most large cities abroad, though they may not always be fresh. If traveling in the tropics, insist on films in sealed tins, whether taking them with you or buying there. Films can be developed in most large cities the world over. Only the explorer or semi-explorer need any longer carry a developing tank.

The question of BOOKS should not be overlooked. Cer-

tainly you will want to read a few on shipboard, and unless you are very catholic in your tastes indeed, those available in a ship's library may be only second choice. Half a dozen cheap editions of books you have intended all your life to read but never have found time for, take up little room and may be abandoned when you leave the steamer. Naturally the best formal guidebook to be had should be your constant companion. Other books might better be picked up one at a time along the way, particularly those of the country, if you read its language.

Chief among THINGS NOT TO TAKE ABROAD are jewelry and pets—unless of course you plan to live abroad for some time. Animals and birds must be boxed or caged before they are taken aboard, for Europe and most other countries. Arrange the shipping with the baggage master at the pier. Transatlantic passage for dogs is from $20 up, for cats, birds, and other small pets, from $5 up. Special quarters and care are provided, but none are allowed in the stateroom. Dogs can be taken into Great Britain only on a permit from the Board of Agriculture in London, which *must be obtained before shipment.*

BAGGAGE TO TAKE ABROAD

Naturally this must be enough to hold the clothing and other things finally determined upon. But leave at home *everything* you can possibly do without. If your trip is to be short and energetic, such as the average summer trip to Europe, by all means do not take a trunk, at least no farther than the disembarking port. It can be stored (usually free) if you are sailing again from there, or shipped on to your embarking port for a modest sum. Learn to live in a suitcase. Any kind of trunk is a constant source of irritation and expense in Europe, and in most other lands. Many a man misses a train which

he might easily have taken but for his trunk. It literally costs almost as much to lug even a steamer trunk through Europe as to pay for the transportation of another person.

There is no such argument against taking a trunk as far as Europe or to your landing place in nearly any other land you plan to travel through. Almost any steamship line will allow two or three hundred pounds of baggage, and not be fussy at that. Land transportation is quite a different matter. If you are on a cruise, using the same ship from start to finish, or if you plan a long stay somewhere abroad, or if money is no object and an occasional delay not very serious, then by all means take a wardrobe trunk, or several of them. But under no other circumstances. The port facilities for loading and unloading are often lacking. Even the steamer trunk should not be more than fourteen inches high, for if it will not go beneath the bunk, you may be denied having it in your stateroom at all.

On the other hand, do not take so little baggage that every packing is a gymnastic feat. One trunk will sometimes do for two persons, of the same sex, or for husband and wife. If you just simply must have more than can be carried in a steamer trunk, it is better to have several suitcases or similar receptacles. For there are plenty of porters at most foreign stations, and the cost either in time or money is not so great with hand baggage as with that which must be checked. Almost all foreign railroads permit more hand baggage than is usual in the United States.

But let us assume that in spite of all warnings the traveler is encumbered with at least one trunk on foreign soil. English railways carry 100 pounds of checked baggage free; France 66 pounds. Almost if not quite all other countries in Europe have no free baggage allow-

ance, except what will conveniently go into the compartment with you. Italy limits this to 45 pounds; many other countries allow 24 inches of the rack space over your head. In almost every foreign country excess baggage pays what Americans would consider excessive rates. In the Orient and South America there is a fairly generous free baggage allowance, but anything over that pays a high rate. Furthermore, porters must be paid for carrying a trunk to or from every train or hotel bus or transfer vehicle and the delay for customs examination at frontiers is considerably more than for hand baggage. In other words, Europe and most other foreign countries are geared to hand rather than to heavy baggage.

Remember, by the way, that your baggage becomes "luggage" as soon as you reach the other side, and that the verb for expediting it in a "luggage-van" is "register." Your request to "check your baggage" is not likely to be understood. If you use English on the continent, the expression "registering luggage" will still be the prevailing one. The British and continental system of checking baggage is more complicated, and, to appearances at least, less efficient, than our own. Instead of a cardboard check, you get a paper document of varying size, which in some cases requires considerable clerical work to fill out.

The *ideal baggage* for the average constantly moving traveler who is not content with a knapsack is a small handbag for those things needed at any moment of the day, and a suitcase, 10 x 15 x 24 inches, for other things. Most tours of Europe include the transportation of such a suitcase, leaving the traveler to pay for, if not to attend to, anything else. Many tourist companies sell suitcases of just that size, quite durable enough for the average European trip. The experienced traveler finds this ample for the necessities of either sex.

On the whole it is advisable to *insure baggage* before going abroad. In many countries, notably Italy and Spain, it is unwise to lose sight of uninsured baggage, at least for any length of time. Jewelry or other valuables should not be carried in the baggage, particularly in registered luggage. Many insurance companies make this a requirement. Under no circumstances should the passport ever be carried anywhere except on the person. The wisdom of having at least your registered luggage always securely locked is obvious.

Have your baggage distinctly *marked* with either name or initials, and some indication of your home address. Some other distinctive marking, such as colored stripes, preferably on the ends, facilitates the finding of trunks among a mass of them. A supply of *baggage tags* should be carried in the handbag, as in most foreign countries the permanent marking on the trunk or other checking baggage is not sufficient to comply with the railway regulations. If several pieces of baggage are carried, the wisdom of marking keys also is apparent.

Heavy baggage should be sent to the ship the day before sailing. All baggage except that carried by hand should bear stickers indicating whether or not it is wanted during the voyage across. Such stickers may be had with the tickets from any steamship line or tourist agency. The steamer trunk at least should bear the number of the stateroom. Other stickers have the words WANTED ON VOYAGE or HOLD. Those pieces bearing the former are usually, though not always, kept in the ship's baggage-room, where access to them is possible at certain hours of the day. That marked HOLD will not be available on the voyage. It will probably also be the last to appear on the dock after disembarking.

Express or transfer companies in the various American

ports will attend to getting the heavy baggage to the ship. Hand baggage, and even a steamer trunk, may be taken in the taxicab from railway station to steamer. Heavy baggage, properly marked, with the stickers preferably on both ends, is commonly not put aboard until the passenger arrives. See to it that it is not left sitting on the dock through your failure to interview the dock baggage master. A sticker bearing a large initial, corresponding to the passenger's last name, is almost as necessary to outgoing as to incoming baggage. These also may be had with the tickets.

BEFORE GOING ABROAD

Leave instructions with friends and relatives as to MAIL. Before leaving home decide on certain addresses. Either give those whom you expect to write the dates *for mailing* to each such address (I have found this most advantageous) or tell them to allow sufficient time to reach you at each address, including the days letters are likely to await a steamer in the home port. A little leeway is advisable. If your correspondents use a typewriter, carbon copy to one address and the original to the next one often saves disappointment. Many newspapers carry lists of mail steamer sailings; so do the larger post offices.

Your "steamer letters" or other last word before sailing should be addressed:

Mr.....
Passenger (1st, 2nd, or 3rd class) on S.S.....
c/o (Name of steamship line)
(or dock from which sailing)
.....(Port city)
Sailing (or Arriving) .....(date).....

Remind your correspondents that letters to most foreign places except Great Britain, Mexico, and American possessions, require five cent postage for one-half ounce; eight cents for one ounce. Not only will you pay double for the postage lacking, but in some countries you may have to go to the post office in person to get underpaid letters.

American consuls handle mail matter for traveling Americans free of charge, forwarding at least that sufficiently paid. But it is preferable to lay this task upon other agencies. For example, holders of A.B.A. Cheques are offered free mail service in Paris and London. (In Paris, care of the Bankers Trust Company, 5 Place Vendome; in London, care of Barclays Bank Limited, 1 Pall Mall East, London, S. W. I.) Certain tourist companies, such as Cook's, maintain agencies abroad, where the handling of travelers' letters is all a part of the day's work. Foreign hotels are in the main a trifle less reliable in this matter. Whatever the list of addresses you work out, do not forget to leave forwarding instructions at each place.

CABLING is rarely necessary for the average traveler for pleasure abroad. If you think it likely that you will need to send, or to receive, more than one or two cables during the journey, it will pay you to have a registered cable name. Pick out one or several before leaving and submit them to the superintendent of the telegraph or radio company that serves the town you expect to communicate with. The first name on the list that is satisfactory to the company will be registered for a fee of $2.50 for one year. This registered name may be used either in wiring home or in receiving messages from home, and saves the cost of a street address and of your full name. Every word from addressee to signature is charged for in cable-

grams. The cost of cabling ranges from twenty cents a word from New York to London to fifty cents from the heart of America to Australia. Cables may be sent from most telegraph offices abroad. Deferred messages (taken care of in their turn when no full-paid messages are using the wires, and mailed instead of delivered at destination) cost about 75% of full rates.

The Radio Corporation of America furnishes a less costly service for messages of more than a very few words. These may be sent through the Postal Telegraph Company, and radiograms received in the United States are accepted by the telegraph companies to any point their wires reach. The minimum charge for a radiogram of 20 words or less is $1.20 between New York and London, $2 to Austria, Finland, etc. Week-end Radioletters are somewhat cheaper. "Urgent" radiograms cost an additional rate; "deferred," half the regular rate. Arrangements may be made to have cablegrams or radiograms opened at your European mailing address and wired on, providing money is left or guaranteed to cover this service.

A CABLE CODE is hardly necessary unless you are going to a remote place for a considerable length of time, or have reason to believe that you will have to exchange long or frequent messages. Week-end letters, deferred messages, or radiograms have reduced the expense of cabling, and travelers of experience have found that a code is sometimes a snare and delusion. As one of them puts it, "If one or the other of the correspondents has not mislaid his code book, the chances are that you will find code words for everything except what you wish to say." Nevertheless, there are times when a simple code is of great value, and for those who feel they need one several are readily available, ranging from the regular

EUROPE
SIBERIA
Kamchatka
Sea of Okhotsk
Blagovestchensk
Vladivostok
SEA OF JAPAN
JAPAN
TOKIO
Yokohama
Nagasaki
Shanghai
Hankow
PEKING
CHINA
Gobi Desert
Aral Sea
TURKESTAN
TERRITORY
Smyrna
Black Sea
MEDITERRANEAN SEA
TURKEY
Cairo
Suez
Damascus
Jerusalem
TEHERAN
PERSIA
EGYPT
ARABIA
AFGHANISTAN
BELOOCHISTAN
Delhi
TIBET
HIMALAYAS
INDIA
Hongkong
BURMAH
CALCUTTA
Mandalay
Bombay
Hyderabad
SIAM
BANKOK
INDO CHINA
Luzon
PHILIPPINE ISLANDS
MANILLA
PACIFIC OCEAN
CEYLON
Singapore
SARAWAK
BORNEO
NEW GUINEA
SUMATRA
INDIAN OCEAN
AFRICA
ASIA

commercial codes to shorter ones prepared especially for the traveler. Of the latter, a good one is offered, without charge, by Western Union, of which you can get two or more copies from the local telegraph office. Take one copy with you (it's a small booklet and takes up practically no space) and leave a copy with each person you may have to cable to so they may decode any messages you send.

Some travelers believe it wise to take out ACCIDENT INSURANCE before going abroad. Certainly it is no more needed than for travel in the United States, or in many cases even for remaining in the home city. Note that most life insurance policies bear a clause regarding foreign travel, and particularly in the matter of using aircraft.

In GETTING OFF, do not plan to reach the steamer at the last moment. Ships are even less easily overtaken than trains. Give New York, or whatever your port of departure, a day for the last odds and ends; strange things sometimes crop up.

Do not MISLAY YOUR TICKETS, particularly if you are to appear at the gangplank at the last moment. You may be mistaken for an attempting stowaway. A lost ticket in most cases is equivalent to the loss of the money it cost, and perhaps of the trip itself.

Do not UNPACK YOUR BAGGAGE any more than necessary until the ship leaves the dock. Get a steward to lock your stateroom if you leave it before all non-passengers have gone ashore. Steamship companies are not responsible for losses while in port, and every precaution should be taken. When the ship is at sea, the danger of ordinary thieving is so slight that it is the rule not to lock stateroom doors when not occupying your cabin. Jewelry and easily concealed valuables, however, should be turned

over to the purser, against receipt, for safe-keeping. There is no charge for this service.

SHIPBOARD CUSTOMS AND INFORMATION

MAIL sent to you on the steamer will be at the purser's office. It is well to inquire there whether you expect any or not. The same is true of telegrams and the books, flowers or fruit your friends may have sent. Paper and envelopes, telegraph and radio blanks, will be found in the Social Hall or Smoking Room, or will be supplied by the stewards. Either mail or telegrams may be sent ashore with the pilot an hour or two after sailing, and will be promptly mailed. Stamps at the purser's office, or from the saloon steward.

RADIOGRAMS may be sent from the ship to other ships or to land. Inquire at the purser's office, or of the radio operator direct.

As soon as convenient after coming on board, arrange with the deck steward for your *deck chair* and rug. On most single trips these are now rented at $1.50 each; on tours or longer journeys this item may reach $2.50 each. If crossing either the North Atlantic or the North Pacific by the short route, have your chair placed on the southern side of the ship—starboard on the way to Europe, port on the way west; vice versa in returning. On other trips consider the weather to be expected, and the climate. Your chair will remain in the same spot during the voyage. The exception to this is when there are so few passengers compared to the deck space that one's chair may be moved about at will. Unless that is the case, a northern exposure may be very dreary, in northern latitudes, and a southern one below the line. About the equator the side most often away from the sun is prefer-

able. The steward can indicate which are to be the quiet corners and which the most garrulous social rendezvous.

No less important is an early interview with the BATH STEWARD. Select a convenient hour for your morning bath before all the convenient hours are taken. Each passenger is allowed from fifteen to twenty minutes on ships with the usual passenger list. The steward will call you at the hour your bath is ready each morning. Do not plan to dress or undress in the bathroom; hence the necessity of a bathrobe, kimono, or raincoat and slippers for such occasions. On Japanese steamers rubber slippers are furnished. Specify the temperature of bath you wish. Note that the time will change at midnight, so that in traveling eastward your bath will come half an hour or more earlier every morning, and correspondingly later in going west.

LAUNDRY to a limited amount may be done on board most passenger steamers. Ask your room steward. Other services include a BARBER for men (who usually also keeps a miniature drug and notion store) and a HAIRDRESSING SALON for ladies. On nearly all ships the English custom of placing the *shoes* outside the stateroom door for *cleaning* upon retiring prevails.

Interview the DINING ROOM STEWARD early as to your seat at table. Usually the first meal is without formal seating arrangement but after that you will use the same place throughout the voyage. If you wish to be seated with certain persons, mention it. If you prefer not to be seated with others, mention that also. Many ships now have the small tables customary in restaurants, and in that case nothing is gained by asking to be seated at a specific officer's table. The captain chooses those who are to be placed at his table anyway, and seats at most of-

ficers' tables are by invitation. Naturally, if you are subject to seasickness, your place is near the entrance. In second-class and tourist third class, where the old-fashioned system of long tables sometimes still prevails, the seats near the center of the table are preferable to those at the ends.

On most passenger ships gentlemen wear tuxedo for dinner, except on the first and last nights of the voyage. Ladies wear corresponding costumes, rarely grande toilette. In the other classes ordinary business dress is the all but universal rule. No formality in dress is ordinarily expected at luncheon or afternoon tea.

The TIME OF MEALS is closely fixed on most steamers. Some passengers find the meals too close together. Breakfast is frequently not until nine, and dinner at 6:30 or seven. On most steamers CHILDREN are expected to eat at Children's table half an hour or more before adults. Luncheon is commonly at 12:30. It is better for several reasons not to be habitually late for meals. On crowded crossings there are two sittings and the passenger should make his choice wisely between them. The sea air is invigorating, and to await the second sitting for dinner is sometimes annoying.

Besides the regular meals, almost all ships now serve at least first-class passengers with coffee, tea or fruit early in the morning. If you do not care to be awakened for this, inform your room steward. Tea is commonly served in the dining-room (occasionally in the social hall) at about four in the afternoon. A somewhat similar collation is usually available in the evening.

Most passenger steamers serve rather too much than too little food. Breakfast is usually a combination of the full American first meal and that of Great Britain, at which more fish and meat is served than in the United

States. On French and other continental European lines the continental breakfast (coffee or chocolate with a roll) is the usual rule. In that case luncheon luckily comes at eleven or 11:30. On most ships flying continental European flags ordinary wine is included with luncheon and dinner. Better vintages on such ships, and all wines on British ships, are at the passenger's expense. The same is true of mineral waters on all ships. Passengers need not pay cash for such beverages, but may sign a slip, which will be presented for payment on the last day of the voyage. The same is true of beverages, tobaccos, and the like, purchased in the smoking room.

The same table steward commonly serves you throughout the voyage or cruise. If you prefer to be served in your stateroom, the task falls to the room steward; if on deck, to the deck steward. The serving is similar to that in the better-class restaurants ashore.

DO NOT PESTER ship's officers with unnecessary and unanswerable questions. The captain especially has other things on his mind. The preferable victims are the purser or chief steward, who have no responsibilities in navigating the ship.

The right side of the ship, looking forward, is Starboard; the other side is Port (formerly called Larboard, until the difficulty of distinguishing the two names in a gale brought about reform). At night a red light is set on the port side near the bow and a green one on the starboard, while a white light hangs high in the center rigging.

Passengers are not expected to mount to the bridge (the narrow deck used by the navigating officers) to enter the wheel-house, the engineroom, or the stoke-hole, without official permission.

Ships are measured by three kinds of TONNAGE—gross,

net and displacement. The first is the internal capacity below the maindeck, in tons of 100 cubic feet. Net tonnage is the gross tonnage less all spaces used for anything except cargo. Displacement tonnage is the total weight of water displaced by the ship when loaded to capacity. In advertisements do not be misled as to the size of a ship when merely "tonnage," without any qualifying adjective, is used. A ship of 20,000 gross tonnage is not necessarily larger than one of 15,000 net tonnage.

Ships eastbound overhaul the sun from half an hour to an hour each twenty-four hours. In almost all cases the clocks are set forward at midnight to make up for this. Westbound ships do the reverse. Travelers westward, therefore, have at least an hour more sleep nightly than those going east. Ships crossing the Pacific lose a full day, westbound, and gain a full day, eastbound, in crossing the 180th meridian, halfway around the globe from Greenwich. On some ships the gained day is called "Meridian Day," while others calmly follow a Friday by another Friday, or whatever the day of the week.

While at sea sailors work alternate four-hour shifts during the entire twenty-four hours. These watches are divided into "bells," half an hour apart. "Eight bells," therefore, may be noon, 4 P.M., 8 P.M., midnight, 4 A.M., or 8 A.M. At those hours the "bells" start over again, increasing one every half hour until another four-hour period is over.

Every passenger or member of a ship's crew has a definite lifeboat assigned to him in case of shipwreck, rare as that is nowadays. If you do not find this information posted on your stateroom, find out which boat you are expected to occupy and familiarize yourself with its position and the shortest way to it. If disaster should happen, you are safer in obeying the officers implicitly than in

losing your head or attempting to take command yourself.

When a ship crosses the equator those passengers who have not already done so are expected to submit to the ministrations of FATHER NEPTUNE. This may consist of a ducking, a pastebrush shaving, or some other good reason to be dressed in one's oldest garments.

SEASICKNESS is most likely to visit those who are sure they will be subject to it. The standard remedy is Mothersills, to be had in most drug stores, which are known in English-speaking circles in Europe as "chemist's shops." Champagne often proves effective. Remain on deck, promenade if possible, and avoid the stateroom or the smoking room when threatened with this annoyance. Lemons may usually be had through a steward. Heavy eating should be avoided until this danger is over, but total fasting is not recommended.

There is a LIBRARY on most regular passenger ships. A steward usually has the bookshelf keys, and will probably expect your signature. Do not leave your own or ship's books lying in the deck chair at night.

The services of the SHIP'S DOCTOR are free for seasickness (for which he ordinarily can do very little) but of late years he usually expects a fee similar to that on shore for all other ailments. On some ships this has become a source of depleting the traveler's funds, and double or triple as much is charged for visiting a patient in his own stateroom as for a call at the doctor's quarters a few steps away. American ships are the worst offenders in this particular.

Of the DECK SPORTS available to the passenger, the most popular is the simple game of shuffleboard. Deck golf, rope quoits, deck tennis, and simple athletic carnivals come next in order. On better ships an orchestra plays during dinner, perhaps at tea time, and for dancing in

the evening. Most cruises include at least one fancy dress festival during the voyage. The final social event of any voyage may be the so-called captain's dinner, but is more likely nowadays to be the CONCERT. Some passenger either takes upon himself, or has wished upon him, the task of enlisting all possible talent for this event, and only those who stoutly deny any social accomplishment whatever ordinarily escape doing their share toward the saloon merriment. One need not be a world famed diva to be acceptable at this function. A collection is taken for the maintenance of disabled sailors, widows or orphans of former seafarers. If charity is in your line, this is a worthy cause.

Daily pools on the ship's run are open to those who are interested in games of chance. The most common custom is to post in the smoking room one or several pools. Each player chooses a number ending in any figure from 0 to 9, paying an entrance fee of from $1 to $100. Only ten persons may take part in the game, obviously. But there are usually pools enough to supply the demand, and there is nothing to hinder one person from entering several of them. Soon after noon, when the reckoning is taken from the bridge, the official mileage for the past 24 hours is posted on the bulletin board, and the man whose choice of a number corresponds with the last figure in the posted run wins the pool. Ten per cent of the winnings are commonly awarded the smoking room steward. The figures for the run, by the way, are not in miles but in nautical knots (6000 feet). Pools on the full amount of the day's run are also available, the entrant whose guess is nearest the distance covered taking the pot.

In addition to these honest and more or less pleasant forms of gambling, there are the standard games of chance

on most liners. *Beware* PROFESSIONAL GAMBLERS in this connection. Very plausible gentlemen, who gently admit themselves men of wealth or of high social standing, travel more or less constantly back and forth across the Atlantic, and not infrequently on other popular runs, seeking whom they may inveigle into trying their luck with marked cards or loaded dice.

TIPS ON BOARD SHIP

First of all, fee no one until the end of the run. While tips are not compulsory, wages of those accustomed to receive them are so adjusted that failure to receive moderate gratuities would result in low reward for usually efficient and cheerful services. On the other hand, passengers, especially Americans, should avoid generosity so great as to be unfair to stokers, sailors, and those other members of the ship's company whose duties are more arduous than those of stewards and others who come into direct contact with passengers. On an average liner, in an average stateroom, the fees for an Atlantic crossing should be somewhat in this ratio:

	FIRST CLASS	SECOND CLASS OR "MONO" CLASS
Table steward	$5-7	$3-5
Cabin steward	5-7	3-5
Bath steward	1.50-2	1-1.50 (Tourist Third
Deck steward	1-1.50	1 Cabin ⅔ the
Social Hall	1-1.50	.50-1 2nd class)
Library steward	1-1.50	.50-1
Smoking Room	1-1.50	.50-1
"Boots"	1	.50

Yet it all depends. You may never have entered the smoking room, and you may have pestered the social hall or library steward daily, even hourly. Your room stew-

ard may have brought most of your meals to your cabin. Obviously in that case he is entitled to most of what the table steward would otherwise have received. The deck steward may have been careless in attending to your chair, cushions, rugs and books; "boots" may have neglected your shoes. Tips should be, though they frequently are not, rewards for duties well performed, not obligatory charities. The faster the boat and the finer your suite, the more will be expected of you. A journey across the Pacific calls for very similar fees to those on the Atlantic. The stewards there are commonly Orientals, to whom a dollar is more than to their Atlantic confrères.

Further hints on ship-board tipping might include the following:

If you have taken a dog or other pet along, a small fee to the ship's butcher for the care of it is customary. If you have often been to the baggageroom to get into your trunks there, particularly at unlisted hours, or if you have had to ask to have other baggage handled in order to get at your own, a small fee to the baggage attendant is expected. Ladies who do not use the smoking room and gentlemen who spend no time in the lounge or social hall, or any who do not use books from the library, obviously need not remember the respective attendants. Ladies who have called upon the stewardess for more than casual services should reward her accordingly; she will gladly accept it even though she may have succeeded in making you feel that she is a "decayed gentlewoman." The second steward, who is virtually the head waiter in the dining-room, will not be hurt if he is remembered. Even the chief steward on most liners will accept anything above $2 or so, particularly if he has arranged a special menu for a party of your friends during the voyage. The captain, chief engineer and purser do not ex-

pect and probably would refuse, gratuities, though they may have done more for you than those with whom you come into more direct contact.

Do not tip your room steward until he has placed or seen to the placing of all your stateroom baggage on the pier, under its proper initial. This is an accepted part of his duties. Besides the deck steward there is sometimes an assistant on deck, often a sailor, who helps at chalking the deck for shuffleboard and in like matters pertaining to deck games. He may be surprised, but will not be hurt, if tendered a small remembrance. Sometimes the stewardess or other members of the steward's staff assist mothers or stand guard over small children, and should of course be rewarded accordingly. A man and wife traveling in the same stateroom may gracefully tip a little less than twice what either of them would alone. American or foreign money is usually equally acceptable in similar amounts. A pound sterling is the equal of a $5 bill and a shilling is on a par with a quarter in shipboard tipping matters.

In second class, to some extent on "mono-class" ships, and particularly in tourist third class, this matter of tipping is simplified by the smaller number of servants and their satisfaction with modest fees. The general rule in tipping is to consider two factors—how much personal service you have had from a given servant, and how many other persons he has been able to serve and can expect tips from.

HINTS ON PASSING FOREIGN CUSTOMS

On the whole foreign customs regulations are less exacting than those of the United States. Nevertheless frontier formalities are one of the chief drawbacks to travel for pleasure. The more the baggage and the wider

the travels the more troublesome are customs examinations, of course. For those who are obviously tourists, and especially those who have only the suitcase and handbag already recommended, the passing of most frontiers will not be arduous.

Above all be courteous and leisurely with foreign customs officials. Gruffness and rush will be misunderstood. Hand baggage is inspected at the port of arrival; trunks may be sent in bond to Paris or London and examined at the respective railway stations. Certain agencies in Europe, and a very few in other foreign lands, will handle baggage which the owner may not wish to accompany, but they must be entrusted with the keys in order that examination may take place at each frontier. In virtually all other cases the individual must be present at the examination of his baggage. An exception to this is that the guard on some through European expresses is permitted to act as proxy for a sleeping passenger.

Personal effects may enter almost any country free of duty—if accompanied by the owner. Even soiled linen may be subjected to payment if sent by mail or express. Do not ask the favor of not being obliged to open anything. This may result in a meticulous jumbling of all your packing. Be the first to have all your bags or trunks wide open and you are likely to escape quickly with a perfunctory glance. In many cases it is wise to buttonhole an idle inspector, but do not expect unseemly haste in attending to your desires. Travelers have been known to find a gratuity advantageous in dealing with foreign customs officers, but the safest rule for the inexperienced is not to risk this. An open countenance and a cheerful, respectful demeanor are usually preferable.

PROHIBITED IMPORTATIONS in various countries include:

Tobacco in quantities, in almost all countries. Great Britain allows free of duty one-half pound of cigars, cigarettes, or smoking tobacco, 2 pints of spirits, 1 pint of liquor or perfume. All these must be declared. Foreign reprints of English books, if recognized, are confiscated. Habit forming drugs are forbidden entrance. France allows twenty cigars or cigarettes, if declared. Patent medicines, perfumes, playing cards, spirits, matches, soap in quantities, and *typewriters* are prohibited there. In many countries matches are a government monopoly and are not admitted in more than vest-pocket amount. Spirits, perfumes, candy, and alcohol are the chief forbidden articles in most European countries. Holland and Belgium are lenient, allowing any average box of cigars, if opened. Germany forbids tobacco, spirits, or candy in any form, also toys; Italy includes marmalade with most of the above articles; a few cigars, a little tobacco, etc., will pass. On the French-Spanish border women inspectors have been known to search thoroughly suspects of their own sex. Few Americans, however, will be mistaken for smugglers. Japan forbids the entrance of American apples, but is on the whole lenient. In South America rules change frequently, but the sometimes exacting regulations need not trouble the average traveler or mere tourist. China is virtually wide-open to the foreigner, unless individual military dictators are for the moment rampant. There are no longer the irksome import and export restrictions on money in passing the German frontier, but in some European countries it is still well to declare upon entering the actual money in the traveler's possession, since in some cases only limited sums can be taken out of the country. Here is one of the several reasons why travel checks are advisable.

Travelers leaving Germany should declare, and pay

duty on, all articles purchased in that country. Failure to comply with this regulation may result in a fine and confiscation of such articles.

HANDLING BAGGAGE ABROAD

In England, and where English is spoken on the continent, this has now become "luggage." It is not checked but "registered." In France it is *bagage* and is *enregistré* or *expédié*. Various words for "porter" are *porteur* in France, *Gepacktrager* in Germany, *cargador* in Spain and Spanish-America, *carregador* in Portugal or Brazil, *facchino* in Italy. In Spain the *portero* is the baggage master, and should not be expected to bend his own back to material burdens.

Heavy baggage may be registered from the landing-place to any address in London upon the payment of a small fee and the charges for any excess weight. It may be registered from England to any continental country, saving trouble, and in some cases expense, such as harbor dues and porter fees between trains and boat. The baggage master on board ship usually is an expert in these matters, and can tell you where heavy baggage can conveniently be stored or shipped, and may offer to attend to the matter. Most tourist companies, and several delivery agencies in London, will call at almost any hotel in Europe, through representatives, and take trunks for delivery at other hotels, or to hold in storage. In France, baggage that does not need to accompany the owner may be shipped by *grande vitesse* if haste is necessary, *petite vitesse* if a short delay is possible, and as freight at much less cost if there is no hurry.

Porters in at least uniform caps meet trains throughout Europe. Those who wish the services of one have only

to lower the compartment window and beckon to one as the train comes in. His fee will usually be the local equivalent of a dime per ordinary package from train to cab, heavier pieces and longer distances accordingly. No load one man can carry calls for more than 25c unless carried beyond the station precincts. In Japan "red caps" are found at every important station, and expect about the same for their services as do their American colleagues. In most of South America and the Far East a rabble of porters greets the arrival of every train or boat, and reasonable care should be taken to know whom one is entrusting with baggage. In some countries the station porters pool their earnings with a boss porter and divide equally at the end of the day. In the less tourist-trodden parts of Europe the porter may be as well pleased with the equivalent of a nickel as with a dime, and in certain parts of the Far East, notably China, coppers are ample, and overpayment much more likely to cause a scene than underpayment.

FOREIGN RAILROADS

In England and a few countries on the continent express trains make greater average speed than those in the United States. Most foreign trains, however, are considerably slower than ours. On the whole railway fares are less than in the United States, because with few exceptions all foreign railroads have two or three classes, and only first-class fare, and that by no means in all countries, is as high as our ordinary fare. In England and some other countries this amounts since the war to a little more than our Pullman travel.

Brazil, Chile, Korea, Manchuria, are among the few foreign countries with purely American trains, even to the Pullmans. Most of South America, China, etc., have

a kind of cross between American and European trains. Virtually all of Europe, and some other countries, besides most European colonies, have the compartment type of car, and the screechy little engines without a bell. In the older style, still used for almost all local traffic, each compartment has a door on either side of the car, so that emptying a train is quicker than in America. Expresses and the better class of through trains now nearly all have the corridor on one side of the car, with compartments without outside doors opening off them.

The usual European classes of trains, in the order of their speed and appointments, are *Trains de luxe, Rapides,* Expresses, *Trains Omnibus,* and *Mixtos.* These run the entire gamut between very swift and comfortable travel and that reminiscent of the wheelbarrow. The first two or three categories may have only first and second class. In most continental countries at least the last two classes of trains and sometimes all but the de luxe trains have third class. In Germany there is a fourth class, used by farmers in going to market with produce (and as horsecars in time of war) in which travel is possible at next to no cost. Second class has virtually disappeared from British railways since the war. Almost everyone in England now travels third class, and the normal American tourist need have no qualms about doing so. On the continent second class is advisable, except in Italy, Spain perhaps, and a few isolated cases, where first is advisable. Outwardly the coaches (called "carriages" in England and *wagons* in France) are indistinguishable, except for the usually Roman I, II, and III on the sides. Within, the chief differences between first and second class is in the color of the upholstery and the evidence of more use in the lower class coaches. Except in England third-class coaches have hard wooden benches.

First-class compartments usually seat six, sometimes only four passengers, and second-class, eight, movable chair-arms separating the places. The two seats in a compartment face each other, so that half the passengers, must ride backward. In every class are compartments marked "Smokers" or bearing the corresponding continental word, but it is a rather common practice to smoke in any compartment unless one of the passengers in it objects. Many travelers find it quite comfortable enough to travel in reserved second-class compartments on the more luxurious and faster trains. In England "saloon" carriages, consisting of two sections, one for smoking, may be reserved for parties in either first or third class.

First class is advisable almost everywhere in South America and Mexico except in the Argentine and Uruguay, where second is comfortable enough. Japanese second class is also all that the reasonable traveler could demand.

On the Japanese railways of Korea and Manchuria purely American cars are used, with wooden seats in third class. In China, except in second-class compartments of newly imported coaches on the "Blue Express" between Nanking and Peking, and on the biweekly express on the Peking to Hankow line, even first class leaves something to be desired. French Indo-China has first, second, and third class all in the same coach, the two second-class compartments at one end being quite as comfortable as the single first-class one in the middle. The other half of the coach is third class, clean but hard. The bulk of the natives ride fourth class, the freight-car-like coaches of which make up most of the train. In India certain compartments in all three classes are "Reserved for Europeans and Eurasians," which makes it possible to ride even in third class without coming into close contact with the

natives. Most travelers, however, will wish at least to ride second class there.

Children over one year pay half fare in Poland and Jugo-Slavia; those over three in Great Britain, France, Italy, and Roumania; those over four in most other European countries. Full fare begins at ten in most countries, at six in Spain, seven in France and Italy, eight in Roumania, and twelve in Switzerland. Excess fares are charged on *trains de luxe, rapides,* and some expresses.

TIME TABLES issued by continental lines are hard reading to most Americans. In place of them (since they must be purchased in any case) it is advisable to use the British Bradshaw (6d in any bookshop or news-stand) issued once a month and giving all railway schedules, steamship sailings, and many other useful hints to travelers. The Continental Bradshaw is even more comprehensive and costs but little more.

In most continental countries, in Brazil, Chile, Indo-China, etc., what might be called the 24-hour system is in vogue in railway time-tables. That is, A.M. and P.M. have been eliminated, and with them much confusion and actual danger in train operation. Thus one o'clock in the afternoon appears as 13.00, six in the evening as 18.00, ten thirty at night as 22.30. The figures may have a strange look to the newcomer for a day or two, but the average American tourist does not find subtracting twelve from figures used between noon and midnight a particularly arduous mental exertion after a little practice. Arrivals during the first hour of the twenty-four hour day are usually shown as 24.49, etc., while train departures are likely to be 0.27 and so on.

The following samples of rail rates in Europe will serve as general examples. In the main, rates in other foreign

countries tend to be lower rather than higher than these:

Round trip on the "Flying Scotsman" (a *de luxe* train between London and Edinburgh which has been running since June, 1862) first class—£12 9s 0d; third class—£7 19s 3d. From Berlin to Munich, 399 miles; $12.61 in second class; $8.17 in third (as compared with $14.29 for the same distance from New York to Buffalo). In England the same distance costs $12.12 third class; in Switzerland, $12 second; $8.45 third. The fare from New York to Philadelphia (about 100 miles) is $3.24; the same distance in Germany costs $3.19 second and $2.02 third, while modest tourists bent on saving money to be spent to better advantage elsewhere may travel 427 miles in fourth class in Germany for $5.52. First class, patronized in most countries mainly by the wealthy, the foolish, or government officials and others provided with passes, averages a little more than American fares with Pullman.

CIRCULAR TOUR TICKETS are again used in some parts of Europe, as they were before the war. Germany has a sixty-day ticket of this kind that saves at least excess fares on fast trains. Spain has the *billete Kilometrico* (Mileage ticket), sold at terminal cities and requiring a photograph of the holder. It is issued for round-number distances from 2000 to 20,000 kilometers, at greatly reduced rates and is good on almost all lines in the country. As the tendency is for this system to increase in various countries, the tourist seeking to economize will do well to make inquiry before starting on an extended land journey abroad.

SLEEPING CARS ABROAD offer more privacy than our democratic curtain-chambers. They resemble our stateroom cars and are normally divided into single or double

compartments holding two or four persons. The most modern have four two-berth compartments and eight single berth—no difference in price. Upper and lower berths, quite like those on shipboard, are also financially and socially equal. Pillows, sheets, blankets, and in some cases shoe-shines, are provided, and the attendant expects a tip of at least twenty-five cents per passenger.

In Germany most expresses traveling by night have sleeping compartments. First class usually has a single berth; second, two berths, third, three or four. The cost for any distance is: 1st, 26 marks, 2nd, 13 marks; 3d, 6.50 marks. Note that nearly all advance reservations carry a slight "supplement." England also has single, double, and triple berths in the respective classes with hot and cold water, electric fans, and all other comforts, with a truly British privacy.

For those unable to secure, or unwilling to pay the high price of, regular sleeping-car accommodations in France, there is the *couchette*. The seats of converted day coaches are reserved for half the usual number of passengers, in first and second class, by extending them to human length. Here passengers lie side by side, regretting it if they have not brought their own blanket and pillows, since nothing but rather inadequate mattresses are furnished.

Brazil, Chile, Korea, Manchuria, Mexico, etc., have American Pullmans with both berths and staterooms. In Brazil an *inferior* means "lower" and *superior* means "upper," where berths are concerned. Argentine, China, India, Australia, and South Africa, have the compartment form of sleeping-room, as do the Russian railways of northern Manchuria and Siberia, and even little Porto Rico. In Japan the so-called sleeping-car is a snare and a delusion, since it consists of little more than permission

to lie down on the lengthwise cushions in first or second class coaches.

DINING-CAR TICKETS are as essential in European travel as are sleeping car tickets. Immediately upon boarding a European train of the better class for a ride that is to include a meal-hour the dining-car attendant who passes through the train should be asked for a reservation slip. There are usually several sittings, and this system obviates the barbarous American custom of standing in line until a table is available. European dining-cars usually serve table d'hôte meals at fixed hours (and at more reasonable prices than in the United States) and are used as cafés, generally with à la carte service, between meals.

Dining-cars will be found in Argentina, in Korea, on China's two de luxe expresses, on Japanese and Russian lines in Manchuria, and in various other lands. There is a tendency for the system to spread. But the STATION RESTAURANT, with the time-table adjusted for meals, still prevails in some parts of Europe. The Japanese system of station vendors of native meals and other supplies is well known.

The question of RAILWAY RESERVATIONS ABROAD merits a word. On some European trains all seats are reserved in advance; for example, on the "D" trains in Germany. There is usually but a small charge for this, but without a seat reservation the intending passenger may be left behind. The head porter in better-class hotels will attend to this for a slight gratuity; tourist agencies make this a part of their business; there are some local agencies, and unless there is a bar of language there is no reason why the traveler should not get his own tickets and make his reservations at the railway ticket-window as at home.

A point worth remembering is that some express trains in Europe run only three days a week; that they may be crowded, or all accommodations reserved long in advance, if it chances to be a holiday, of which the traveler may know nothing. This is one of the matters in which the tourist agency serves you well.

AIR ROUTES ABROAD

Commercial aviation, especially for passengers, has reached a point in Europe far ahead of the United States. It is about as safe as railway travel there, and not much more expensive than first-class rail service. Half a dozen or more passenger planes of the Imperial Airways, Ltd. cross from London to Paris and vice versa daily. Cost about $30; time, two and one-half hours; danger, slight; chances of seasickness greatly reduced. The price includes automobile conveyance to and from almost anywhere in the two cities. Only hand baggage taken, but heavier luggage will be forwarded at cost by the company.

London and Paris are connected by air with Brussels, Amsterdam, Strasbourg, Germany, Switzerland, and even beyond, and this service is constantly increasing and improving, with a tendency to lower fares.

In foreign lands outside Europe, air service, especially service on regular schedules, is much more rare. Those who wish to reach the isolated capital of Colombia may spare themselves the tedious steamer up the Magdalena River, but at a cost of about $250 for a single day's flight.

Flying saves time; it gives beautiful bird's-eye views under proper weather conditions; it is an experience to have at least once and be able to tell about at home. But

it is one of the poorest ways of "doing" a country in the sense in which the average tourist wishes to "do" it.

TAKING YOUR OWN CAR ABROAD is still rather a complicated and costly process, in spite of much propaganda in its favor. Except on certain ships, the car must be crated, in itself no slight expense. The freight over and back is about equal to a minimum first-class passage one way, and the charges for all manner of things on the other side, though individually modest, sum up to a considerable amount. Practically the value of the car must be deposited or guaranteed for foreign customs duties, though most of this will be returned when the car leaves the country. Someone of statistical turn of mind has found that the cost of taking a car of 125 inch wheelbase to Great Britain and back ranges around $450 and about $100 additional if taken on to France and the Rhine countries. This is without counting cost of gasoline (known abroad as "petrol") which averages from 50 per cent more than United States prices in England to double in even the more accessible continental countries. Still, it costs money to run a car at home, and there is a great pleasure and satisfaction in driving your own car abroad.

The TRIPTYQUE is the principal (though by no means the only) document involved in international motoring. It may be secured through almost any foreign motor touring club, after one has paid the fees requisite to becoming a member, and a smaller fee for this specific service. The amount of the duty on the car for *each country* it is to enter must be deposited or guaranteed. For a dash across Europe, with a frontier every hour or two, this is in itself an item. Regulation plates, driver's license, laissez-passers and various other matters require time and patience.

EUROPEAN AIR ROUTES
IRELAND
ENGLAND
NORTH SEA
SWEDEN
DENMARK
BALTIC SEA
LITHUANIA
LONDON
BERLIN
ENGLISH CHANNEL
Channel Islands
BRUSSELS
GERMANY
POLAND
WARSAW
PARIS
FRANCE
SWITZERLAND
AUSTRIA
VIENNA
Budapest
HUNGARY
RUMANIA
BLACK SEA
PORTUGAL
SPAIN
Lisbon
Barcelona
Toulouse
Marseilles
Nice
GENOA
ITALY
Corsica
Sardinia
ROME
NAPLES
PALERMO
JUGO SLAVIA
SERBIA
ALBANIA
BULGARIA
BUCHAREST
BELGRADE
CONSTANTINOPLE
ATHENS
Malaga
Alicante
GIBRALTAR
Tangier
Casablanca
Rabat
Fez
Oran
MEDITERRANEAN SEA

RENTING A CAR ABROAD is a simple matter, though the question of cost still looms large to the rank and file tourist. Still, five or more persons, planning to travel first or perhaps even second class on the railroads, may cover as much ground more pleasantly by hiring a car. The chauffeur must of course be hired with it, and fully as much care should be given to his selection as to that of the car. The better hotels and the more reliable local garages, if the tourist is capable of judging well in this latter case, may be trusted in both these matters. Most trips, long or short, are subject to bargaining, however, and in only a few cities is it wise to trust to luck and human nature that the price will be "right." Automobiles of all types, from decrepit Ford exiles to excellent foreign cars of the Cadillac standard, are available in most large cities of western Europe. In England a car of this type, with competent chauffeur who will take care of his own expenses and those of his car en route, may be hired for long or short journeys at a cost of about 30 cents a mile. In almost all continental countries the cost will probably be no higher, but the drivers more inclined to temperament. Norway has mostly excellent seven-passenger cars for such service. When motoring abroad at least six persons should travel together if not more than their first-class fares are to be spent.

Arrangements for renting a car abroad may be made before you leave through one of several American tourist agencies. This often proves more satisfactory than doing your own bargaining after you arrive.

In South America, the Far East, and the outermost parts of the earth in general, good roads seldom reach far beyond the cities.

MOTORBUSES (called Char-à-bancs in England) are regularly operated in many parts of Europe, though not

yet to the extent of such service in the United States. Between London and Brighton, etc., there are constant processions of these economical conveyances. The battlefields of France may be similarly visited. Palestine has motorbus service, and French Indo-China maintains regular daily service between its various sections of railway along the eastern coast.

LOCAL GUIDES

Local guides are sometimes useful in saving valuable time or in getting a general view of large foreign cities before formal sight seeing begins. Otherwise they are more annoyance than help, and much less reliable on the whole than a good guidebook. The average charge for a guide is around $5.00 a day in Europe, in addition to his transportation. This charge will vary, however, in different places. In Spain, Naples, and a few other places, he may be worthy his hire for driving off beggars and other annoying persons. But the average American tourist will find his enjoyment of museums, works of art, and double-starred sights reduced by the prattling of a cicerone. Regular tourist parties will be supplied guides and conductors where necessary, and those traveling "on their own" will do well to maintain that status as much as possible. The memory of a moonlight stroll to the Colosseum will be far more pleasant than reminiscences of a guide's peculiar accent and facial deficiencies.

TELEGRAMS AND TELEPHONES

TELEGRAMS abroad are usually sent from post offices, except in England. SPECIAL DELIVERY LETTERS, known as *Petits Bleus,* pass quickly to and fro in Paris. TELEPHONING is a difficult and unsatisfactory process in most

foreign countries, though England at least may be excepted from this generalization, and the new American telephone service in Spain is good for both local and long distance in most parts of the country.

HOTELS AND PENSIONS ABROAD

A volume on this subject alone would not exhaust it. Of the most luxurious hotels in the principal cities of Europe and many other foreign lands little need be said except that they offer service about equal to those in the United States at approximately the same prices. In London and Paris, room and breakfast in quite good enough hotels may be had, except in the most crowded tourist season, at about $3.50 a day. Moderate priced hotels are generally good in the standard tourist countries, with the exception of Italy. But even the best of these often have no running water, and seldom are equipped with private baths. The American plan (room and all meals) is advisable in most of them. In some, slightly reduced rates are allowed those who prefer to take their midday meals wherever sightseeing finds them. Hotels in Scandinavia are good, comfortable, clean, but in no sense luxurious, and almost nowhere abroad are hotels sufficiently heated for American taste. In Spain from fifty pesetas a day up is the average rate in the de luxe hotels of Madrid and a few other large cities. More or less first-class hotels in that land range around half that amount. In Madrid, Seville, etc., very passable hotel accommodations may be had complete for seven to eight pesetas. Prices are usually doubled during Easter and other fiesta seasons.

Most European hotel bills include certain government taxes, in some cases as many as four in number. To get

at all the whys and wherefores of these is hardly worth the normal tourist's time, since they are in any case inexorable, whether comprehensible or not. Even with these added, the cost of hotel living in all but the most expensive establishments is on the whole somewhat lower in Europe than in the United States.

The question of hotel reservations is important chiefly during the American tourist season. Undoubtedly one of the chief advantages of a conducted tour is that this item is taken care of by the organizers. Individual travelers will do well to choose their hotels as far in advance as possible and write for accommodations.

The smaller yet not uncomfortable hotels in European cities and minor towns are still on the whole reasonable in price. Yet in these in particular it is well for those to whom expense is an important factor to adopt the un-American custom of bargaining. Above all make sure just what is included in the price asked. An extra charge for an "American breakfast" (meaning on the continent anything more than coffee or chocolate and rolls) is customary. Even your two morning eggs will be set down religiously on the daily bill unless it is specified that the price includes them. There is often an extra charge for light, though electricity has largely taken the place of the doled out candles that gave reason for this item. "Attendance" is another European contrivance for getting the most possible out of a guest. This frank acknowledgment that the hotel expects guests to pay its servants is in addition to the customary tip, now frequently also included in the bill. In the most modest hotels worthy your patronage, particularly in smaller cities and rural communities, a very small sum, sometimes as little as $1.00 a day, will often suffice for a modest room, perhaps with continental breakfast. Two

in the same room reduces the charge much more than is usually the case in the United States. In London the so-called temperance hotels offer suitable accommodations at reasonable cost. In Paris there is the entire gamut to choose from, down to $1 a day complete.

There are PENSIONS and pensions. Some offer much less than the hotels, at prices, sometimes by clever manipulation, equal or higher. On the other hand, some of these glorified boarding-houses are home-like, clean, and in spite of a tendency to cut corners at table so sharply that only empty platters ever go back to the kitchen, adequate as to food. In the off season the modest traveler should be able to find suitable accommodations in even the larger European cities at $7 a week, and at $10 when the American migration is at its height. In Paris, canvass the Rive Gauche, the left bank of the Seine, erstwhile Latin Quarter. In Berlin, the less distant suburbs give most promise. In Rome and Madrid, easily recognizable signs in the windows may be investigated while sightseeing.

A possible means of economizing is to buy HOTEL COUPONS, issued by the better known tourist companies, either at home or abroad. They are sold for both "first-class" and "second-class" hotels, and are a saving particularly to those too proud or too European-tongue-bound to bargain. They resemble the cut-rate tickets of New York theaters, in that they are a means of filling more expensive houses with clients who would otherwise go to cheaper ones.

The best hotel coupons are sold only for confirmed reservations. It is therefore necessary, in case of a change in plans, to let the hotel know in advance. Otherwise they may not be able to dispose of your reservation and the unused coupons cannot then be redeemed at full value.

Farther afield, the traveler who wishes comfort rather

than experience will find suitable hotels in Algiers, Cairo, Jerusalem, Constantinople, Athens, Bombay, Calcutta, Colombo, Sydney, Melbourne, Singapore, Batavia, Saigon, Angkor, Hanoi, Manila, Hong Kong, Shanghai, Tientsin, Peking, Mukden, Seoul, the principal cities of Japan, Honolulu, Mexico City, Bogota, Lima, Valparaiso, Santiago, Buenos Aires, Montevideo, Rio de Janeiro, Bahia, Cape Town, Durban, and a few other cities whose names are less well known. If he can endure the accommodations in the average French or German small city, he may visit at least a hundred other towns of minor import scattered about the globe without acute suffering. Pensions, or similar accommodations, are little in vogue outside Europe, though Buenos Aires, Rio, and Guadalajara have passable establishments more or less on that order. For long stays Peking offers delight in furnishing a house of one's own without prohibitive cost.

WHOM TO TIP ABROAD

A cynic of long experience might answer "Everybody." But this is not quite the case. Only those with whom the traveler comes into more or less personal contact in his living places, his transportation, and his sightseeing really expect gratuities of him.

However, though tipping is one of the apparently necessary evils in Europe and most other foreign countries, even as it is at home, the European form of it is within fairly reasonable limits. Nowhere in Europe is the 50 per cent gratuity expected by our bootblacks, nor even the 20 to 75 per cent not uncommon in our barber shops, in vogue. For small services a nickel coin is not scorned, and even coppers are accepted with gratitude in cases where they are in proportion to the service rendered.

The uninitiated traveler, particularly if he is American and especially if he is young or newly rich, is likely to tip too much, at least for minor services. He tips largely in order to be on the safe side, or for fear of being considered small or stingy. Even if you are wealthy, be reasonable in tipping servants and cab-drivers on your travels. Too great generosity makes it hard for the natives and the more modest travelers who come after you.

Still, the great majority of American travelers abroad are neither ostentatious nor over-wealthy, and the information of most value to the greatest number of them is how much to tip without being unfair to anyone. Life being organized on the plan it is, servants abroad not only expect tips but would be grossly underpaid, if indeed paid at all, without the tip. In many continental hotels and restaurants the improvement has been introduced of adding 10 per cent and even 15 per cent to the bill in lieu of tips. Germany and Italy are among the foremost in this matter of increasing the dignity of those who perform menial services and the convenience of those who pay for them. England has not yet adopted this new idea. The difficulty is that the giving and accepting of tips has been for so long a concomitant of European life as to be almost automatic and unconscious, and even if those among whom the extra 10 per cent is to be distributed do not forget themselves and ask, in the silent ways they have learned, for the usual tips in addition, there is no case on record of their refusing them when proffered by a thoughtless guest or client. As a matter of fact, nominal tipping in addition to the amount added to the bill, is usually expected especially of those who are particular about having good service. In some cases the amount added to the hotel bill may not include the hall porter,

luggage carrier, and a few others, who should in that event be remembered as of old.

This hall porter, by the way, known as the *concierge* in France, the *portero* in Spain, and by various other names, can be your best friend or your worst enemy. He is a whole library of information (occasionally biased or "subsidized") and is likely to feel hurt if you seek advice elsewhere. In some cases he is so filled with information that it pours forth without your so much as turning the spigot. More often, especially in England, the sense of his great dignity restrains him from bubbling over without cause. He will never refuse a tip, but most experienced travelers feel obliged to give him one only if he has given *requested* information, or been of actual service in other ways. In most cases he will succeed in being so. The equivalent of a quarter, or at most, of a half dollar, is ample for ordinary service during a few days' stay at the establishment he honors with his attendance.

If you stick to the 10 per cent to 15 per cent as a tip in all cases, you will not go far astray. But for longer stays, or with husband and wife, 8 per cent will in most cases suffice. If all your meals have been taken at the hotel, about one-fourth of this total should go to the waiter, one-fourth to the room-maid (or be divided between her and the valet), one-fourth or less to the head waiter and the hall porter or concierge, and the rest scattered among the other servants who have attended you. These will include "boots" (who not only attends to the footwear you leave outside the room door each evening but usually also handles the baggage), the "bell-boy" or "buttons," the elevator-man, if any, and perhaps one or two others. If there is a station porter, who sees you and your baggage from and to the trains, he will

expect a small tip, as will also the omnibus driver if you go to and from the station in the hotel conveyance. In addition, a dime (two *francs* in France; fifty *centavos* in Spain; a *lira* or two in Italy; *6d* in England; fifty *pfennig* in Germany, etc., at present rates of exchange) will be expected for each large piece of baggage when the porter brings it to your room and when he takes it out again.

For those not familiar with the money of the country it is advisable to get plenty of small change each time a travel cheque is cashed. By paying your restaurant and other small bills in exact change you will not only avoid the possibility of being "short-changed" but will get back none of the bad coins that float about various parts of Europe. The money received at a bank can be relied upon. In those few cities of France and some other countries of Europe where the shin-plasters issued in small denominations by the municipalities during the war are still somewhat in vogue, avoid them when possible or pass them on before leaving town. They are not acceptable elsewhere, and the trouble of exchanging them at banks is so great that those still on your person when you leave might better be kept as souvenirs.

In England it is the ancient custom to tip the servants at a private house in which you have been a guest. This also should be upon leaving, somewhat more generously than at a hotel, and should be done as unostentatiously as possible. Your host will appreciate this last evidence of good taste, since it is a prevailing fiction that he knows nothing about it.

Some experienced travelers follow the plan of handing all of the 10 per cent to the head waiter (except what may have been given the chambermaid and others) when paying the bill he presents. In Switzerland, and often in

France, it is becoming the fashion to hand the 10 per cent intact to the cashier upon paying the bill and leave him the task of doling it out. This is much preferable to handing something to everyone in the line when making your exit. For a stay of a single night the chambermaid at an English hotel need not be tipped, but a shilling a person for a sojourn of a few days is customary. If she prepares your bath (which is a regular part of her duties) 6d or a shilling, a few francs, or the equivalent of a dime in other continental countries is usual.

Local guides, cabmen, taxicab drivers, care-takers of semi-private museums and the like, and in general anyone who facilitates your traveling or sight-seeing will not resent a small gratuity. In Germany it is a not uncommon practice to reward with a copper the street-car conductor who sells you your ticket en route. Strangely enough, this custom prevails somewhat also on the other side of the world, on the two-story, woman-conducted street-cars of Chile. In the foreign hotels of Japan the 10 per cent rule will do. But in a Japanese inn much larger tips are expected.

Rickshaw-men expect a small tip in addition to the legal or agreed-upon fare in every country where that converted baby-carriage form of conveyance is used. In Rio de Janeiro, Buenos Aires, and all the normally foreign-traveled cities of South America, New World generosity in tipping is the rule. Sleeping-car attendants and dining-car or traveling-café waiters hope to be remembered wherever those refinements to travel exist. The chauffeur of a car hired for some days may be satisfied with 5 per cent of the bill. In no case should tips be given for poor or indifferent service, though in many parts, especially of Europe, the serving class takes the attitude that the tip is as fixed an obligation as the bill.

UNAMERICAN FOREIGN CUSTOMS

The rule of "when in Rome do as the Romans do" is a debatable matter. But as the average American abroad does not wish to make himself conspicuous by nonconformity, a few suggestions as to minor foreign customs may be in order:

In France, even in better restaurants, the same knife and fork may be expected to serve throughout the meal, though plates and other dishes are changed with every course. Do not be surprised if your waiter gently lays aside the utensils you have crossed on the plate, American fashion, before he carries that off. A glass rest is usually provided to keep these implements from soiling the tablecloth.

In continental Europe, South America, and most foreign lands under European (not British) influence, it is customary for men to raise their hats to one another. In most of those same lands acquaintances shake hands each time they meet, though it be a dozen times a day, chat a bit, no matter what their haste, and shake hands again upon parting. Gentlemen do not offer to shake hands with ladies upon presentation or meeting. A low bow is more customary. In higher social circles of mid-Europe, in Brazil, and several other countries, the custom of kissing a lady's hand more or less prevails. If performed, this formality should be impersonal rather than ardent. Japanese make greeting or take their departure by bowing low several times from the waist, at the same time rubbing the hands up and down the thighs. Chinese shake their own hands rather than exchanging handclasps.

The rather general American practice of licking stamps to be affixed to an envelope or postcard or licking the

flap of envelope is looked down upon among the best circles in many foreign countries. Wet the fingers instead, when possible in water.

In England shoes (called "boots" there unless they are what we know as "Oxfords") are left outside the bedroom door upon retiring, whether in hotels or private houses. In a few continental countries this is also the custom. In Spain, Spanish-America, and parts of the Far East the public bootblack is patronized. If you neglect to have your footwear cleaned during the night in any British community, the chances are that you will not find an opportunity to correct the oversight during the day.

Baths are never free in European hotels. The customary charge for them is from twenty-five to fifty cents. In Japan and Sweden this function is performed in much less privacy than is customary with us, and only the inexperienced will show surprise when a serving-girl walks in upon him at his ablutions.

Always ask permission, with at least a bow, before sitting down at any café table at which another client is already seated. A train seat is reserved by placing any personal possession, however small, in it. Failure to observe this form of staking a claim is an evidence to Europeans of American boorishness.

Most French and many other continental hotels, as well as public baths, furnish no soap to clients without specific request and at a price. Double reason for carrying your own aluminum soap-dish.

In Italy say nothing that can by any chance be construed as a criticism of the government or of the dictator or king.

In Germany in particular, and in several other foreign countries, the American custom of rising and making for

the door of the car before a train comes to a stop is not the practice. Remain quietly in your seat until the final halt at your destination is made, then surprise your fellow passengers by disembarking.

In most foreign countries gentlemen are never seen in public without both coat and waistcoat, whatever the weather. In Brazil it is illegal to appear on the streets of a city without a coat, although those to whom fate has been unkind may dispense with the shirt. In Rio and some other Brazilian cities street-cars are of three classes, often run separately. The fares are approximately the same, but no man not fully dressed, with coat, collar, cravat, shoes (not sandals), and socks may ride first class. Those carrying suitcases or other packages larger than a briefcase must await a third-class car.

Afternoon tea is an extra in most Foreign hotels, in Great Britain or abroad. Most foreign hotels (certainly all of the table d'hôte class) serve meals at fixed hours, and guests are expected to be prompt.

In England the elevator is a "lift," in France an *ascenseur*. The English term is used in foreign circles in the Far East and in most English-speaking foreign lands.

Sunday in England and most British colonies is a day of rest. Train service is greatly reduced, restaurants and many places of interest to the tourist are closed. Take note of this in laying out your itinerary. The continental Sunday is the reverse, almost everything except government offices being commonly wide open, sometimes for longer hours than on week days. Avoid the more popular excursions on Sunday, or be prepared for overcrowded conditions.

Gentlemen seldom appear in public in Great Britain, in most continental countries, and in the higher social

circles of Latin-America without a walking-stick. To be without one is to be mistaken for a man rather than a gentleman, and to use the word "cane" is inadvisable. In England one "books" a ticket for train, boat, or theater; one never buys them. The lower part of the house is known as the "stalls" or the "pit" rather than as the parquet, and is not the choicest location.

In Europe, especially in Germany and Holland, laws and signboards are meant to be obeyed, and the wise traveler will not overlook the words *Verboten, defendu, prohibito, vietato, prohibido,* "no thoroughfare," and "no trespassing."

In Russia and Siberia, should the traveler get so far afield, it is an affront to enter an office either wearing or carrying hat, cane, or overcoat. An attendant in the anteroom will take charge of them. The custom of removing the shoes when entering a Japanese house is well known. The same applies to many shops, and even to the great department stores in Tokyo, where shoe-wearers will be provided with cloth overshoes at the entrance. Shoes should be checked with other wraps upon entering a Japanese theater.

Mohammedan mosques, some Buddhist temples, and some other religious edifices in the Orient must also be entered in at least stocking-feet. Hats, however, need not be removed. Even the Prince of Wales was refused admission to the famous Shwe Dagon Pagoda in Rangoon, Burma, unless he removed both shoes and socks. Hence the ordinary traveler need not suffer in dignity in being asked to live up to this requirement. In Spain, Italy, South America, and other very Catholic Countries, ladies are never expected, and are often forbidden, to enter a church or cathedral with bare head.

Coffee, or even tea, with luncheon or dinner is an al-

most exclusively American habit. To ask for them abroad will at once betray your nationality. It will also increase your bill since only at breakfast (except the demi-tasse after dinner) are these beverages included in the bill. The same is true of milk or cocoa. Wine is preferable to water in wine-drinking countries, since the sources of supply are not always as unquestionable as with us. Bottled mineral water may be had at all hotels and on the better trains in Europe and many other foreign countries. Coffee in small cups is available to passengers on the platform of almost every railway station of importance in Brazil.

It is hardly necessary to call attention to the fact that losing one's temper or using gruffness toward others is more represensible in foreign eyes than in our own. Nor that the traveler should never be noisy or unduly hilarious or garrulous in public places. Do not tap on glass or plate to get attention in foreign restaurants. In some countries, on the other hand, it is perfectly comme il faut to hiss in such a predicament. Above all do not boast of being an American if only because admission of that fact will probably result in higher bills.

OF FIRST IMPORTANCE IN FOREIGN COUNTRIES

For the information of the inexperienced traveler, the following pages suggest the outstanding features of various countries, the places under no circumstances to be missed. In this and the later sections on "Things Not to Miss in the Most Important Cities" nothing but a list is attempted. For detailed information the traveler should consult Baedeker, Terry, or one or more of the many other reliable formal guidebooks on the specific countries.

If in doubt on this point, consult your local book seller as to the most suitable volumes in each case.

England

London and Vicinity; Shakespeare Country, University Cities, Cornish Coast, Devon Coast, West Country, Wye Valley, North Wales, Lake District.

Scotland

Edinburgh, Sterling, Glasgow, Burns Country, Scott Country, Lochs Country, Highland, Crinan and Caledonian Canals.

Ireland

Dublin, Cork, Belfast, Cobh (Queenstown), Lake Killarney, Blarney Castle, Glengariff, South Coast, Antrim Coast, Giant's Causeway.

Scandinavia

Denmark: Copenhagen and Helsingor (Hamlet's Castle); Norway: the Fjords, Bergen, Oslo (Christiania), North Cape, Hammerfest, Spitzbergen; Sweden: Stockholm, Visby, Gothenburg, Darecarlia, Gota Canal.

Holland

Amsterdam, Marken, Friesland, The Hague, Zeeland.

Belgium

Brussels, Belgian Battlefields, Flanders, Seaside Resorts.

France

Paris, Chateau Country, Battlefields, Normandy, Brittany, Coast Resorts, Alsace-Lorrainé, French Alps, Midi or Provence, Pyrenees, Riviera.

Switzerland

High Alps, Lake Geneva, Lake Lucerne, Rhone Valley, Engadine, Bernese Oberland, Alpine Passes, Great Glaciers.

Germany

Berlin, Rhine, Cologne, Heidelberg, Black Forest, Baden-Baden, Frankfurt, Dresden, Munich, Nuremberg, Bavarian Highlands.

Austria

(Old Empire, including present Hungary, Czecho-Slovakia, and Poland): Vienna, Danube, Tyrol, Carlsbad, Buda-Pesth, Warsaw, Prague, Marienbad.

Italy

Italian Riviera, Genoa, Milan, Florence, Venice, Hill Towns, Italian Lakes, Rome, Naples, Pompeii, Capri, Sicily, Sardinia, Dolomites. (In Sicily see especially Taormina, which some call the most beautiful spot on earth.)

Spain

Madrid, Aragon, Castille, Toledo, Seville, Granada, Gibraltar, Catelonia, the mountainous unspoiled northwest; Portugal: Lisbon and Coimbra.

(Do not neglect this picturesque and romantic country, which outdoes in many ways the more traveled routes of Europe. Spain's highways, roads, trains, hotels, and general comfort for travelers have greatly improved of late years.)

Greece

Athens, Sparta, Corinth, Mounts Olmpus and Athos, Hanging Monasteries.

POINTS OF PARTICULAR INTEREST IN GREAT BRITAIN AND WESTERN EUROPE
NORTH SEA
Edinburgh
Glasgow
Belfast
Dublin
Liverpool
London
Amsterdam
The Hague
Holland
Southampton
Calais
Brussels
Belgium
English Channel
Cherbourg
Havre
Battle Fields
Rheims
Paris
Brest
Brittany
France
Bay of Biscay
Bordeaux
Marseilles
Cannes
Nice
Riviera
Pyrenees
Barcelona
Madrid
Toledo
Oporto
Coimbra
Lisbon
Seville
Granada
Gibraltar
Mediterranean Sea

Palestine and Syria

Damascus, Baalbeck, Acre, Sidon, Tyre, Haifa, Nazareth, Sea of Galilee, Nablous, Jerusalem, Bethlehem, Dead Sea, Jaffa.

Egypt

Cairo, Pyramids, Sphinx, Nile, Temples, Royal Tombs, Cataracts.

North Africa

Morocco, Algeria, Algerian Riviera, Algiers, Sahara Desert, Tunisia, Sacred Cities.

Mexico

Mexico City, Guadalajara, Guanajuato, Lake Chapala, Orizaba.

South America

Panama Canal.

Colombia: Bogota, Valley of Cauca, Cartagena, Santa Marta.

Ecuador: Guayaquil, Chimborazo and "Volcano Avenue," Quito, Cuenca.

Peru: Lima, Cerro de Pasco, Huancayo, Ayacucho, Arequipa, Cuzco, Titicaca.

Bolivia: Titicaca, Tiahuanaco, La Paz, Cochabamba, Potosi, Sucre.

Chile: Valparaiso, Santiago, Central Valley, Temuco, Valdivia, Southern Lakes, Southern Islands, Trans-Andean Railway.

Argentine: Buenos Aires, La Plata, the Pampas, Cordoba, Mendoza, Tucuman, Rosario.

Uruguay and Paraguay: Montevideo and Asuncion, the big rivers, Iguazu Falls, Pampas, Jungle.

Brazil: Southern States, Santos, Sao Paulo and coffee

FRANCE
ALPS
L. MAGGIORE
L. COMO
MILAN
NICE
MONACO
ALPS
RIVIERA
GENOA
ITALY
PADUA
VENICE
TRIESTE
BOLOGNA
LEGHORN
FLORENCE
RAVENNA
POLA
FIUME
CORSICA
ELBA
SARDINIA
ROME
ADRIATIC SEA
TYRRHENIAN SEA
NAPLES
MT. VESUVIUS
BAY OF NAPLES
CAPRI
POMPEII
MEDITERRANEAN
BRINDISI
PALERMO
SICILY
GULF OF TARANTO
TAORMINA
ITALY

district, Rio de Janeiro, Petropolis, the Plateau, Bahia, Pernambuco, Ceara, Para, Amazon, Manaos.

The Three Guianas: Georgetown, Paramaribo, Cayenne, sugar plantations, Bush Negroes, Indians.

Venezuela: Caracas, the Llanos, pitch lake.

West Indies

Cuba, Jamaica, Haiti and Santo Domingo, Porto Rico, Virgin Islands, Guadeloupe and Martinique, Dominica, Barbados, Trinidad, Curacao.

Japan

Tokyo, Nikko, Hokkaido, Kamakura, Miyajima, Kyoto, Nara, Koya-san, Fujiyama, Osaka, Nagasaki.

China

Peking, Canton, Tai-shan, Yangtze Gorges (overland by rail from Shanghai to Peking or Peking to Hankow, or both), Nanking.

India

Bombay, Agra, Delhi, Darjeeling, Vale of Kashmir, Benares, Lucknow, Calcutta.

Pacific Asia

Formosa, Philippines, French Indo-China (Angkor), Java, Borneo, Sumatra, Singapore, Malay Peninsula, Siam.

South Seas

Hawaii, Tahiti, Marquesas, Samoa.

Antipodes

Australia: Sydney, Melbourne, Perth, northern forests.

New Zealand: Aukland, mountain lakes, Tasmania.

Africa

South Africa, Madagascar, hunting grounds, Lake Nyanza.

THINGS NOT TO MISS IN THE MOST IMPORTANT CITIES

London

Westminster Abbey, St. Pauls, Tower of London, Thames bridges, St. James Palace, Buckingham Palace, Hampton Court, National Gallery, British Museum, South Kensington Museum, Strand, Fleet Street, High Holborn, theatres, Trafalgar Square, Temple Bar, Ludgate Hill, Old Curiosity Shop.

Edinburgh

Edinburgh Palace, Haymarket, Princess Street, Holyrood Palace.

Dublin

Trinity College, Cathedral, Government House.

Paris

Boulevards, Opéra, Montmartre, Rive Gauche, Seine, Notre Dame, Place de la Concorde, Champs Elysées, Bois de Boulogne, Place Bastille, Napoleon's Tomb (Les Invalides), Madeleine, Luxembourg Gallery, Louvre, etc.

Brussels

Palais de Justice, Wiertz Museum, Palais des Beaux Arts.

Berlin

Unter den Linden, Brandenburg Thor, University, Opera, Cathedral, Sieges-Alee, theatres, National Gallery, Old Museum, New Museum, Arsenal, Zoo, Potsdam.

Dresden

Picture galleries, Historical Museum, Town Hall.

Munich

Museums, former Royal Residence, Schack Gallery, Hofbrauhaus, excursions into Bavarian Alps (1½ hours), castles of Neuschwanstein, Linderhof, Hochenschwangau.

Amsterdam and the Hague

Ryks Museum, the Exchange (excursions to Island of Marken, Vollandam, Edam), Hague Town Hall, Biennenhof, Maruitshuis, Steengracht Gallery, Municipal Museum, Mesdag Museum (Scheveningen and Peace Palace).

Geneva

River Rhone, Lake Geneva, League of Nations meeting place, parks and gardens.

Vienna

Rathaus, Opera House, Belvedere, Schonbrunn Palaces, street life, cafe life, night life.

Florence

Pitti and Uffizzi Palaces, Duomo, Campanile, Old Bridge over the Arno, Fiesole, Villa Palmieri.

Rome

Colosseum, Appian Way, Forums, Palace of Caesars,

Baths of Caracalla, St. Peters, Vatican (see collections), Capitoline collection, Catacombs, National Gallery, Castel San Angelo, Borghese Gardens, the Pincio, the Spanish Stairs, St. John Lateran, excursion to Tivoli and Villa d'Este.

Milan

Cathedral, San Lorenzo church, monastery of Santa Maria delle Grazie (picture of Last Supper), Brera Gallery, Carthusian monastery.

Naples

Museum, Aquarium, Cathedral of St. Genero, Amalfi, Pompeii, Vesuvius, Blue Grotto, Villa Nazionale, Herculaneum, Sorrento.

Venice

Doges Palace, Piazza of San Marco, Campanile, St. Mark's Cathedral, Rialto, Bridge of Sighs, canals, Lido.

Madrid

Prado Museum, Puerto del Col, Royal Palace, Royal Armory, Bullring, street life, especially at night.

Athens

Acropolis, Stadium, Temple of Jupiter, Gate of Hadrian, Theater of Dionysius, Mars Hill, Odeion, National Museum, Colonnada of Hadrian, Tower of Winds, Temple of Theseus, Socrates' Prison, Temple of Athena, Niké, Parthenon.

Constantinople

(European quarter), Stamboul (Turkish quarter), Galata, (view of Golden Horn, city, harbor and Bosphorus), Mosque of St. Sophia, Museum of Antiquities, St. Irene, Military Museum, Bazaars, Temple of Diana.

Jerusalem

Mt. Zion, Palace of Caiaphas, Place of Last Supper, Wailing-place of the Jews, Mosque of Omar, Solomon's Quarries, Tombs of Kings, Garden of Gethsemane, Mount of Olives, Calvary, Church of the Holy Sepulchre, Tomb of the Virgin, Bethlehem, Dead Sea.

Cairo

Mosques of Sultan Hassan, El Azhar, Alabaster Mosque in Citadel, Tombs of the Mamelukes, Egyptian Museum, Bazaars, Old Cairo, outskirts, pyramids, Shepherd's Hotel.

Bombay

Tower of Silence, harbor, Hindu temples, bazaars.

Colombo

Cinnamon Gardens, bazaars, temples, outskirts, excursion to Kandy.

Delhi and Agra

Rimes of older Delhis, new government buildings, Taj Mahal, Pearl Mosque.

Peking

Forbidden City, Summer Palace, Legation Quarter, street life, Tartar City Wall, Western Hills, Great Wall, Ming Tombs, Hsi-ling.

Tokyo

Emperor's Palace, Mitsucoshi Department store, Temples, Cherryblossom Park, street life, restaurants, theatres, geisha dances.

Buenos Aires

Jockey Club, Calle Florida, Capitol, Palermo, races, parks, subways, Avenida de Mayo.

Rio de Janéiro

Ouvidor, up Corcovado, up Sugarloaf, Avenida Rio Branco (or Central), Mangue Canal, slum hills, excursion on Guanabara Bay (at least across to Nictheroy), up to Petropolis, Orgoes mountains.

DISTANCES BETWEEN POINTS ABROAD

London and	Miles	Hours
Aix-les-Bains	651	22
Alexandria, Egypt	2,418	134
Amsterdam	260	12½
Berlin	743	24
Bordeaux	653	20
Brussels	223	8½
Bucharest	1,691	69
Cairo	2,548	140
Christiania	1,210	66
Cologne	363	16
Constantinople	2,052	99
Copenhagen	798	42
Edinburgh	392	9
Florence	1,039	44
Frankfort	500	21
Geneva	679	22
Genoa	882	34
Glasgow	396	9½
Hamburg	578	24½
Lisbon	1,469	49
Liverpool	185	4½
Madrid	1,192	40
Marseilles	826	22
Milan	822	29
Munich	727	27

London and	Miles	Hours
Naples	1,353	52
Nice	966	26¼
Paris	259	7½
Rome	1,191	42
Stockholm	1,202	60
Venice	986	35
Vienna	971	36
Berlin and		
Alexandria, Egypt	2,211	120
Amsterdam	402	14
Antwerp	461	18
Bremen	215	8
Brussels	506	15
Bucharest	1,132	
Budapest	593	23
Cairo	2,339	125
Christiania	677	31
Cologne	355	11
Constantinople	1,527	52
Copenhagen	278	12
Dresden	110	3½
Frankfort	335	12
Geneva	688	27
London	743	24
Madrid	1,581	57
Marseilles	1,010	43
Milan	740	33
Munich	406	13
Naples	1,236	53
Leningrad	1,020	
Rome	1,055	47
Stockholm	653	25
Vienna	442	17
Warsaw	419	15
Paris and		
Aix-les-Bains	361	10
Alexandria, Egypt	2,131	115
Amsterdam	346	13

PARIS AND	MILES	HOURS
Berlin	670	21½
Bordeaux	358	8
Brussels	200	5½
Bucharest	1,597	60
Cairo	2,259	121
Christiania	1,129	55
Cologne	309	11½
Constantinople	1,962	87½
Copenhagen	811	35
Florence	776	28
Frankfort	424	16
Geneva	388	11½
Genoa	598	20
Hamburg	588	22
Lisbon	1,154	35
London	259	7¼
Lyons	318	7½
Madrid	901	25½
Marseilles	536	12½
Milan	559	18
Munich	582	18
Naples	1,062	37
Nice	675	17
Rome	907	30
Stockholm	1,116	49
Venice	725	23
Vienna	872	28

ROME AND		
Aix-les-Bains	539	20
Alexandria, Egypt	1,393	82
Amsterdam	1,112	47
Berlin	1.055	47
Brindisi	382	16½
Brussels	1,010	39
Cairo	1,520	88
Christiania	1,732	88
Constantinople	1,345	91
Copenhagen	1,333	68

Rome and	Miles	Hours
Florence	196	5½
Geneva	597	24
Genoa	309	10
London	1,191	44
Madrid	1,116	64
Marseilles	564	24
Milan	413	12
Munich	649	33
Naples	154	4½
Nice	424	19
Paris	907	30
Leningrad	1,890	
Rotterdam	1,103	45
San Remo	392	15
Stockholm	1,708	81
Turin	413	13
Venice	378	13
Vienna	762	35

TABLE OF FOREIGN WEIGHTS AND MEASURES

To change MILES TO KILOMETERS, divide by 16 and multiply by 25 (multiplying by 1.57 also fairly accurate).

To change KILOMETERS TO MILES, divide by 25 and multiply by 16 (multiplying by .6 also fairly accurate).

A Kilogram = approximately 2 2/16 lb. (A pound is 460 grams; a kilogram = 1000 grams.)

Spanish *legua* = about 3 miles.

Japanese *ri* = about 4 miles.

Chinese *li* = 1/3 mile approximately. (Really a measure of time—10 li = distance average man can travel on foot or by primitive local forms of transportation in one hour—distance depends on condition of road.)

Litre = 1.0567 liquid quarts; .908 dry quarts.

Metre = 39.37 inches.

100 grams = 3.527 ounces.

FOREIGN MONEY: TABLE OF EXCHANGE VALUES

PAR VALUE OF FOREIGN COINS

Country	Monetary Unit	Value in Terms of U. S. Currency
	(Peso (Paper)	$0.4245
Argentine Republic	(Peso (Gold)	.9648
Austria	Schilling	.1407
Belgium	*Franc	.1930
	Belga	.1390
Bolivia	Boliviano	.3893
Brazil	Milreis	.5462
Bulgaria	Lev	.1930
Canada	Dollar	1.0000
Chile	Peso	.1217
Columbia	Peso	.9733
Costa Rica	Colon	.4653
Cuba	Peso	1.0000
Czecho-Slovakia	Kronen	.2030
Denmark	Krone	.2680
Ecuador	Sucre	.4867
Egypt	Pound (100 piasters)	4.9431
Finland	Markka	.0252
France	Franc	.1930
Germany	Riechsmark	.2382
Great Britain	Pound Sterling	4.8665
Greece	Drachma	.1930
Guatemala	Quetzal	1.0000
Haiti	Gourde	.2000
Hungary	Pengo	.1749
India (British)	(Soverign	4.8665
	(Rupee	.1888
Indo-China	Piaster	.4290
Italy	Lira	.1930
Japan	Yen	.4985
Mexico	Peso	.4985
Netherlands	Guilder (florin)	.4020
Newfoundland	Dollar	1.0000
Norway	Krone	.2680
Panama	Balboa	1.0000
Persia	Kran	.0731
Peru	Libra	4.8665
Phillipine Islands	Peso	.5000
Poland	Zloty	.1930
Portugal	Escudo	1.0805
Roumania	Leu	.1930
Siam	Tical	.3709
Spain	Peseta	.1930
Sweden	Krona	.2680
Switzerland	Franc	.1930
Turkey	Piaster	.0440
Venezuela	Bolivar	.1930
Yugoslavia	Dinar	.1930

*New Belgian Currency; One Belga being equivalent to Five paper Francs.

Due to the unsettled conditions throughout the world as a result of the late war there is in many cases considerable fluctuation in exchange rates. The following table shows the demand rates during 1926 for the countries most often visited by travelers:

RANGE IN VALUE OF FOREIGN CURRENCIES FOR 1926

Country	Monetary Unit	Par in Terms of U. S. Currency	High	Low
Argentine Republic	(Peso(Gold)...	$0.9648	$0.9416	$0.8834
	(Peso(Paper)..	.4245	.4143	.3887
Austria	Schilling.....	.1407	.1412	.1412
Belgium	Franc.....	.1930	.0454	.0200
	*Belga.....	.1390	.1394	.1389
Brazil	Milreis.....	.5462	.1587	.1156
Canada	Dollar.....	1.0000	1.0017	.9940
Czecho-Slovakia	Kronen.....	.2030	.0296	.0296
Denmark	Krone.....	.2680	.2667	.2459
Finland	Markka.....	.0252	.0253	.0252
France	Franc.....	.1930	.0406	.0194
Germany	Reichsmark...	.2382	.2383	.2373
Great Britain	Pound Sterling	4.8665	4.8650	4.8400
Greece	Drachma.....	.1930	.0153	.0107
Italy	Lira.....	.1930	.0461	.0316
Japan	Yen.....	.4985	.4908	.4050
Netherlands	Guilder(florin)	.4020	.4024	.3995
Norway	Krone.....	.2680	.2598	.2026
Poland	Zloty.....	.1930	.1600	.0900
Roumania	Leu.....	.1930	.0057	.0032
Spain	Peseta.....	.1930	.1644	.1406
Sweden	Krona.....	.2680	.2684	.2666
Switzerland	Franc.....	.1930	.1937	.1924
Yugoslavia	Dinar.....	.1930	.0178	.0176

*New Belgium Currency; one Belga being equivalent to 5 paper Francs.

RETURNING HOME

If your return is at the crowded season, particularly from Europe between August 15 and October 15, you will be wise to have reserved (and paid in time), your return passage. To have done so does not prevent changing your sailing date if new plans come up in Europe.

You will also have done well to declare before the authorized customs-authorities in your port of departure before sailing, all things of great value (jewelry, sealskin coats, etc.) you are taking with you, and get a certificate that they were not purchased abroad.

A steward will distribute United States Customs blanks a day or two before arrival in the United States. These are of two kinds—for returning residents of the United States and for all other persons. Every passenger must fill out a declaration, except that the head of a family, all living in the same place, may include all the family on one declaration. In theory, at least every last shoestring or patch on a garment procured abroad must be declared, but in practice customs officers use more common sense than appears in the wording of the law. The filled out declaration, being signed, is turned over to the purser, who detaches coupon at bottom, which passenger retains.

All your baggage (or all that of a family filing a single declaration) being gathered together in one place on the dock (room steward's duty to attend to this) under or near the initial of your last name, join the line passing the chief inspector's window. When your turn finally comes, hand in your coupon, acknowledge your signature, and conduct the inspector assigned to you to your baggage, which should be opened with complete frankness.

If you are a returning resident of the United States, you may bring in free of duty $100 worth of things purchased abroad, and not for sale. Foreign market value is allowed but inspectors may question it, hence receipts or bills of sale are useful. Depreciation by wear and use are also subtractable. The $100 allowance applies to each and every member of the family, even to an infant born abroad. Do not allow misinformed inspectors to convince you to the contrary, if the extra $100 exemption is useful in saving the payment of duty. Passengers over eighteen may also (in addition to $100 exemption) bring in free of duty 300 cigarettes or fifty cigars or three pounds of tobacco. But these must be declared. The importation of alcoholic beverages, certain articles, such as aigrettes, and various plants and fruits is prohibited.

On the whole it will probably expedite matters to have all articles purchased abroad in one receptacle or on top of the rest of the baggage, although this does not assure that a doubting inspector will not examine further.

It is better to offer no tips to United States customs inspectors. It has been done, sometimes with beneficial results, but this is a case in which it is not only not blessed but against the law either to give or to receive. The $100 exemption per person having been deducted by the inspector the duty due on the rest must be paid, in United States currency, or a certified cheque (A.B.A. Cheques are certified) after which you are free to call porters, expressmen, or taxicab and proceed to your destination. Baggage may be bonded through to your destination and examined there, but only in exceptional circumstances is this advisable.

Between turning in your customs declaration to the purser and following your baggage to the dock, you will be subjected to two other formalities. First, medical in-

spection by United States Quarantine doctors, for which you may be lined up on deck. This examination is usually a hasty visual one, since the ship's doctor is expected to report any cases of actual illness. An American citizen cannot be excluded for disease or physical condition though he may be quarantined.

The rule requiring the possession of at least $20, applied to all foreigners entering the country, does not affect American citizens, who may step ashore even though utterly penniless.

The second formality usually takes place in the respective saloons or dining rooms of each class. In your turn your United States passport will be compared with your appearance and statements by an inspector, and if no discrepancies are found, permission to land will be given you. Should your passport have been lost or mutilated, you are likely to be held like all alien passengers (except United States residents with permit to reënter from Washington) until you can prove your citizenship.

Home again at last, it often happens that your journey in retrospect is the most delightful of all the pleasures of travel, not even excepting anticipation.

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TRAVEL DIARY

Place_____ Date_____

TRAVEL DIARY

Place_____ Date _____

TRAVEL DIARY

Place_____ Date_____

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